

# STANDARD DETAIL DRAWINGS

## STREET DETAILS

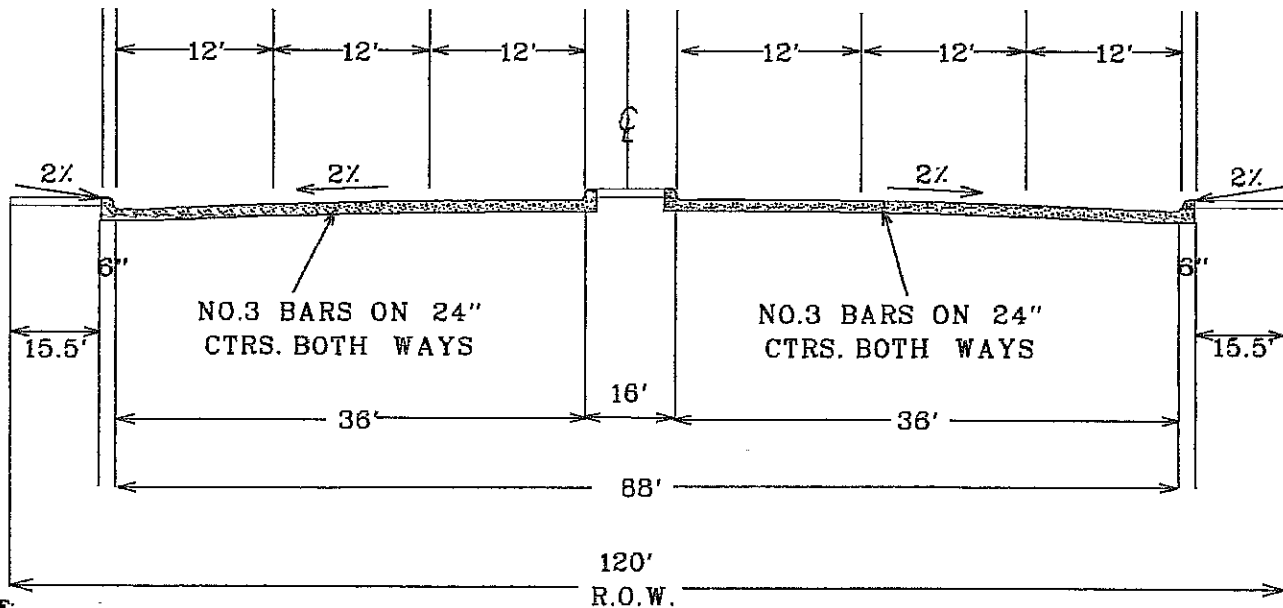
TITLE	SHEET NO.	REVISION DATE
Major Arterial (AA)	STD-1.1	October 2006
Major Arterial (A)	STD-1.2	October 2006
Minor Arterial (B)	STD-1.3	October 2006
Minor Arterial (B5)	STD-1.4	October 2006
Major Collector (C)	STD-1.5	October 2006
Major Collector (C3)	STD-1.6	October 2006
Minor Collector (D)	STD-1.7	October 2006
Local (A)	STD-1.8	October 2006
Local (B)	STD-1.9	October 2006
Rural	STD-1.10	August 2006
Concrete Pavement Joints	STD-1.11	November 2004
Concrete Pavement Joint Spacing	STD-1.12	November 2004
Concrete Pavement Street Headers	STD-1.13	November 2004
Reinforced Concrete Pavement Alleys	STD-1.14	November 2004
Median Island Detail	STD-2.0	November 2004
Median Island Reinforcement Detail	STD-2.1	November 2004
Commercial Driveway Design Layout	TBL. 6-4	May 2006
Residential Driveway Design Layout	TBL. 6.4(A)	May 2006
Standard Driveway Approach	STD-3.1	October 2007
Standard Driveway Approach with Culvert	STD-3.2	February 2004
Rural Road Driveway Approach with Culvert	STD-3.3	April 2006
Curb & Gutter Detail	STD-4.0	October 2006
Valley Gutter Detail	STD-4.1	October 2006
Sidewalk & Handicap Ramp Layout	STD-4.2	October 2006
Typical Cul-De-Sac Layout	STD-5.0	October 2006
Reinforced Concrete Retaining Wall With Sidewalk	STD-6.0	November 2004
Jack & Bore Detail	STD-7.0	March 2007
Pavement Cut Detail 1	STD-8.0	March 2007
Pavement Cut Detail 2	STD-8.1	March 2007

## **STORM SEWER DRAINAGE DETAILS**

<b><u>TITLE</u></b>	<b><u>SHEET NO.</u></b>	<b><u>REVISION DATE</u></b>
Standard Storm Sewer Embedment & Backfill Detail	STW-1.0	October 2006
Trench Backfill Detail	STW-1.1	March 2007
Storm Water Manhole Detail	STW-2.0	November 2004
Storm Water Manhole Detail	STW-2.1	November 2004
Curb Inlet Inline Detail	STW-3.0	March 2007
Curb Inlet Recessed Detail	STW-3.1	March 2007
Curb Inlet Reinforcement Detail	STW-3.2	March 2007
Curb Inlet Cross Section & Center Beam	STW-4.0	March 2007
Drop Inlet Detail	STW-5.0	March 2007
Concrete Channel Detail	STW-6.0	November 2004
Concrete Apron Vertical Headwall	STW-7.0	November 2004
Concrete Apron Sloping Headwall	STW-7.1	November 2004
Safety End Treatments Detail	STW-8.0	November 2004
Pipe Collar Detail	STW-9.0	March 2007
Lateral Connection To Existing RCP	STW-10.0	March 2007
Curb Inlet Protection Detail	STW-11.0	January 2008

# **STREET DETAILS SECTION**

Type "AA"  
Major Arterial  
( Commercial )



**NOTE:**

1. A SOIL INVESTIGATION FOR SUBGRADE DESIGN SHALL BE CONDUCTED BY A GEOTECHNICAL ENGINEER AND THIS DESIGN SHALL BE APPROVED BY THE CITY OF WEATHERFORD PRIOR TO CONSTRUCTION
2. A 6" SOIL STABILIZATION IS REQUIRED WHERE:
  - a.)  $PI \geq 15$ , HYDRATED LIME APPLIED AT 6% BY WEIGHT (27\*/SY MIN.)
  - b.)  $PI \leq 10$ , PORTLAND CEMENT APPLIED AT 5% BY WEIGHT (26\*/SY MIN.)

A GREATER QUANTITY OF LIME OR CEMENT, OR ADDITION OF BOTH, MAY BE REQUIRED AS RECOMMENDED BY A GEOTECHNICAL REPORT ON SOIL INVESTIGATION

3. MIN. CURB HEIGHT AND WIDTH SHALL BE 6" OR AS SPECIFIED BY THE CITY OF WEATHERFORD

4. SEE CITY OF WEATHERFORD STREET PAVEMENT STANDARDS AND TABLE 2-10

5. THE WIDTH OF FLEXIBLE BASE AND/OR STABILIZED SUBGRADE SHALL EXTEND TO ONE FOOT (1') BEHIND THE BACK OF CURB ON EACH SIDE OF THE ROADWAY.

MIN. PAVEMENT DEPTH  
AND STRENGTH  
SHALL BE 8"-CLASS C



Community Development

NOT TO SCALE

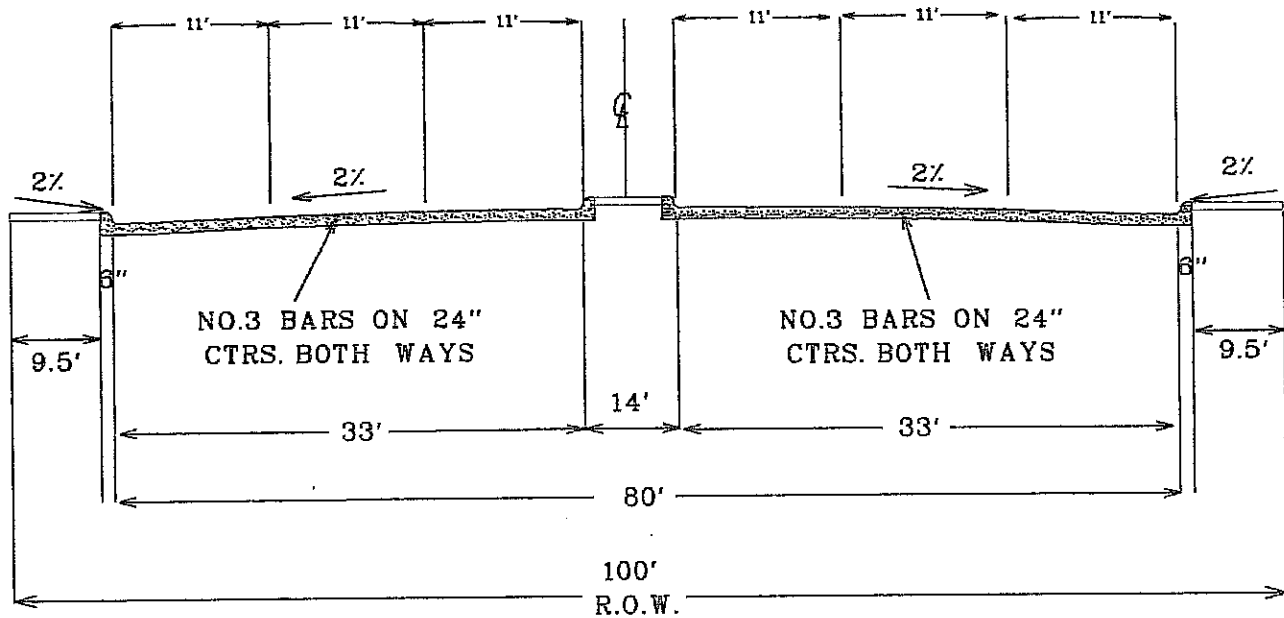
Drawn by: COMDEV CW

Date: 2/17/04

Approved Pending

STD-1.1

Type "A"  
Major Arterial  
( Commercial )



NOTE:

1. A SOIL INVESTIGATION FOR SUBGRADE DESIGN SHALL BE CONDUCTED BY THE ENGINEER AND THIS DESIGN SHALL BE APPROVED BY THE CITY OF WEATHERFORD PRIOR TO CONSTRUCTION

2. A 5" SOIL STABILIZATION IS REQUIRED WHERE:

- a.)  $PI \geq 15$ , HYDRATED LIME APPLIED AT 6% BY WEIGHT (27\*/SY MIN.)
- b.)  $PI \leq 10$ , PORTLAND CEMENT APPLIED AT 5% BY WEIGHT (26\*/SY MIN.)

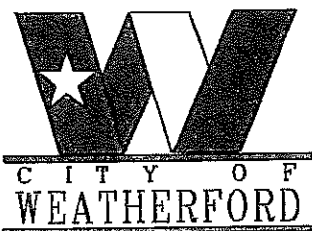
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3. MIN. CURB HEIGHT AND WIDTH SHALL BE 6" OR AS SPECIFIED BY THE CITY OF WEATHERFORD

4. SEE CITY OF WEATHERFORD STREET PAVEMENT STANDARDS AND TABLE 2-10

5. THE WIDTH OF FLEXIBLE BASE AND/OR STABILIZED SUBGRADE SHALL EXTEND TO ONE FOOT (1') BEHIND THE BACK OF CURB ON EACH SIDE OF THE ROADWAY.

MIN. PAVEMENT DEPTH  
AND STRENGTH  
SHALL BE 8"-CLASS C



Community Development

NOT TO SCALE

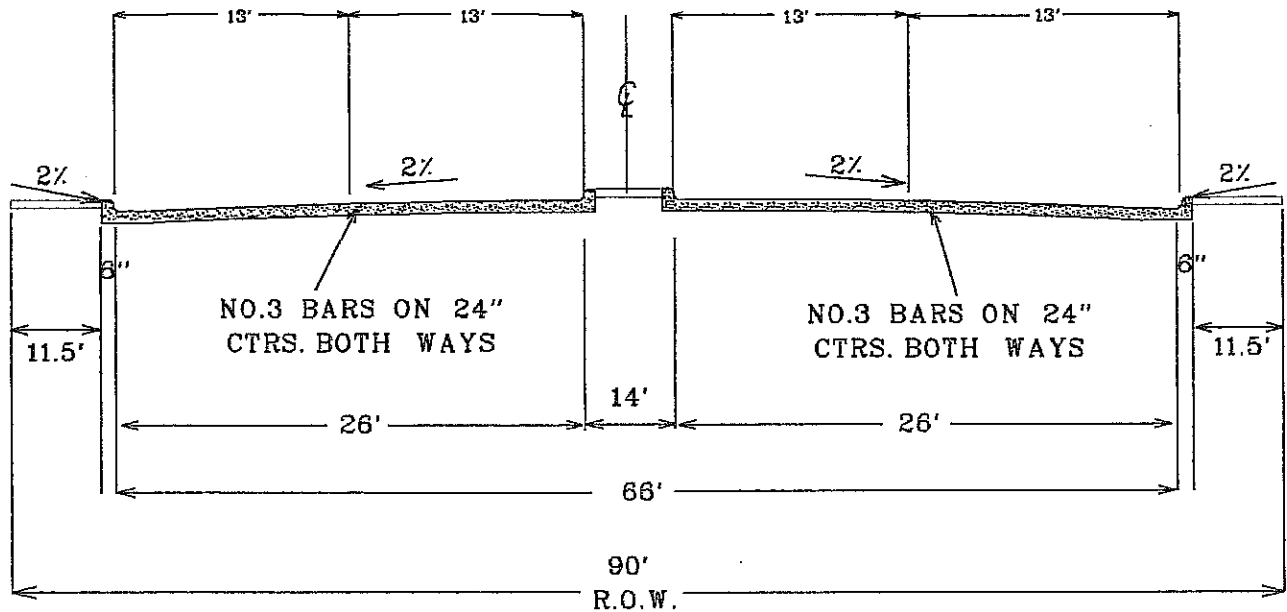
Drawn by: COMDEV CW

Date: 2/17/04

Approved Pending

STD-1.2

Type "B"  
Minor Arterial  
( Commercial )



NOTE:

1. A SOIL INVESTIGATION FOR SUBGRADE DESIGN SHALL BE CONDUCTED BY THE ENGINEER AND THIS DESIGN SHALL BE APPROVED BY THE CITY OF WEATHERFORD PRIOR TO CONSTRUCTION

2. A 6" SOIL STABILIZATION IS REQUIRED WHERE:

- a.) PI  $\geq$  15, HYDRATED LIME APPLIED AT 6% BY WEIGHT (27\*/SY MIN.)
- b.) PI  $\leq$  10, PORTLAND CEMENT APPLIED AT 5% BY WEIGHT (26\*/SY MIN.)

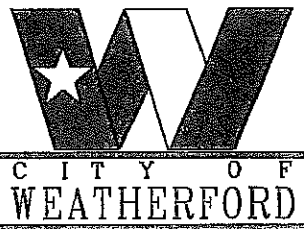
A GREATER QUANTITY OF LIME OR CEMENT, OR ADDITION OF BOTH, MAY BE REQUIRED AS RECOMMENDED BY A GEOTECHNICAL REPORT ON SOIL INVESTIGATION

3. MIN. CURB HEIGHT AND WIDTH SHALL BE 6" OR AS SPECIFIED BY THE CITY OF WEATHERFORD

4. SEE CITY OF WEATHERFORD STREET PAVEMENT STANDARDS AND TABLE 2-10

5. THE WIDTH OF FLEXIBLE BASE AND/OR STABILIZED SUBGRADE SHALL EXTEND TO ONE FOOT (1') BEHIND THE BACK OF CURB ON EACH SIDE OF THE ROADWAY.

MIN. PAVEMENT DEPTH  
AND STRENGTH  
SHALL BE 8"-CLASS C



Community Development

NOT TO SCALE

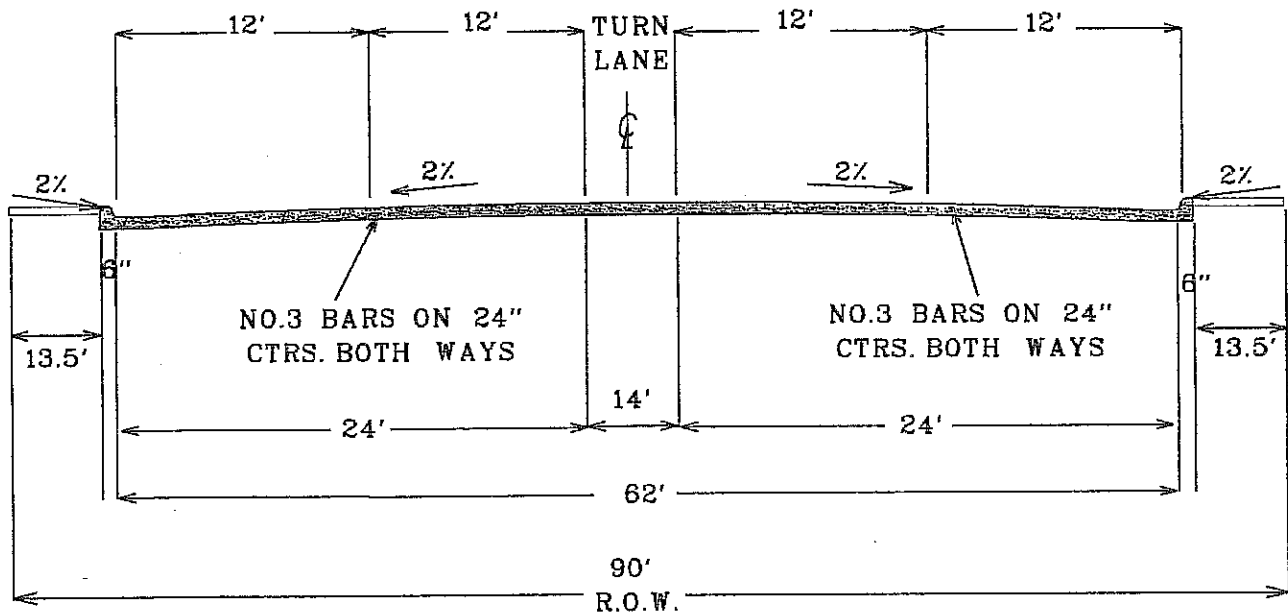
Drawn by: COMDEV CW

Date: 2/17/04

Approved Pending

STD-1.3

Type "B5"  
Minor Arterial  
( Commercial )



**NOTE:**

1. A SOIL INVESTIGATION FOR SUBGRADE DESIGN SHALL BE CONDUCTED BY THE ENGINEER AND THIS DESIGN SHALL BE APPROVED BY THE CITY OF WEATHERFORD PRIOR TO CONSTRUCTION

2. A 6" SOIL STABILIZATION IS REQUIRED WHERE:

- a.)  $PI \geq 15$ , HYDRATED LIME APPLIED AT 6% BY WEIGHT (27\*/SY MIN.)
- b.)  $PI \leq 10$ , PORTLAND CEMENT APPLIED AT 5% BY WEIGHT (26\*/SY MIN.)

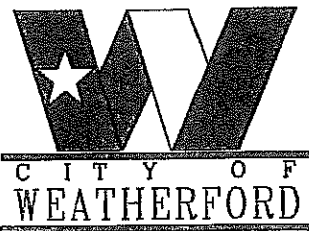
A GREATER QUANTITY OF LIME OR CEMENT, OR ADDITION OF BOTH, MAY BE REQUIRED AS RECOMMENDED BY A GEOTECHNICAL REPORT ON SOIL INVESTIGATION

3. MIN. CURB HEIGHT AND WIDTH SHALL BE 6" OR AS SPECIFIED BY THE CITY OF WEATHERFORD

4. SEE CITY OF WEATHERFORD STREET PAVEMENT STANDARDS AND TABLE 2-10

5. THE WIDTH OF FLEXIBLE BASE AND/OR STABILIZED SUBGRADE SHALL EXTEND TO ONE FOOT (1') BEHIND THE BACK OF CURB ON EACH SIDE OF THE ROADWAY.

MIN. PAVEMENT DEPTH  
AND STRENGTH  
SHALL BE 8"-CLASS C



Community Development

NOT TO SCALE

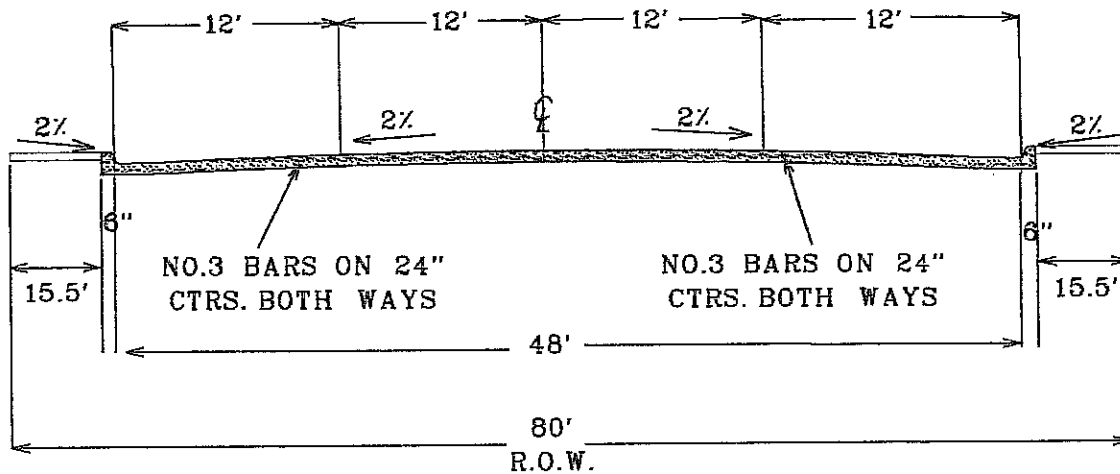
Drawn by: COMDEV CW

Date: 2/17/04

Approved Pending

STD-1.4

**Type "C" Major Collector  
( Commercial )**



**NOTE:**

1. A SOIL INVESTIGATION FOR SUBGRADE DESIGN SHALL BE CONDUCTED BY THE ENGINEER AND THIS DESIGN SHALL BE APPROVED BY THE CITY OF WEATHERFORD PRIOR TO CONSTRUCTION

2. A 6" SOIL STABILIZATION IS REQUIRED WHERE:

- a.)  $PI \geq 15$ , HYDRATED LIME APPLIED AT 6% BY WEIGHT (27#/SY MIN.)
- b.)  $PI \leq 10$ , PORTLAND CEMENT APPLIED AT 5% BY WEIGHT (26#/SY MIN.)

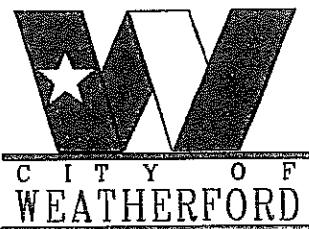
A GREATER QUANTITY OF LIME OR CEMENT, OR ADDITION OF BOTH, MAY BE REQUIRED AS RECOMMENDED BY A GEOTECHNICAL REPORT ON SOIL INVESTIGATION

3. MIN. CURB HEIGHT AND WIDTH SHALL BE 6" OR AS SPECIFIED BY THE CITY OF WEATHERFORD

4. SEE CITY OF WEATHERFORD STREET PAVEMENT STANDARDS AND TABLE 2-10

5. THE WIDTH OF FLEXIBLE BASE AND/OR STABILIZED SUBGRADE SHALL EXTEND TO ONE FOOT (1') BEHIND THE BACK OF CURB ON EACH SIDE OF THE ROADWAY.

**MIN. PAVEMENT DEPTH  
AND STRENGTH  
SHALL BE 8"-CLASS C**



**Community Development**

NOT TO SCALE

Drawn by: COMDEV CW

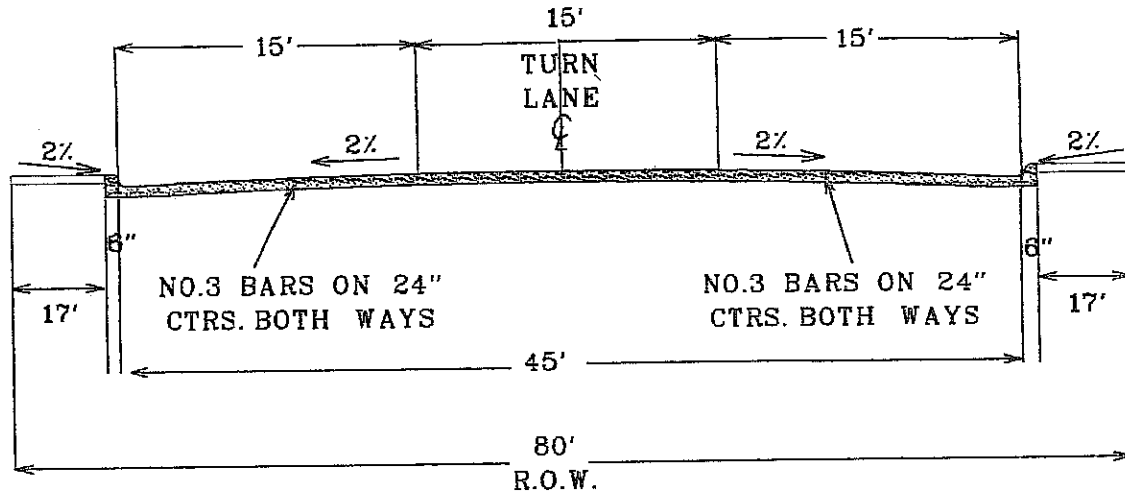
Date: 2/17/04

Approved Pending

STD-1.5



**Type "C3" Major Collector  
( Commercial )**



**NOTE:**

1. A SOIL INVESTIGATION FOR SUBGRADE DESIGN SHALL BE CONDUCTED BY THE ENGINEER AND THIS DESIGN SHALL BE APPROVED BY THE CITY OF WEATHERFORD PRIOR TO CONSTRUCTION

2. A 6" SOIL STABILIZATION IS REQUIRED WHERE:

- a.)  $PI \geq 15$ , HYDRATED LIME APPLIED AT 6% BY WEIGHT (27\*/SY MIN.)
- b.)  $PI \leq 10$ , PORTLAND CEMENT APPLIED AT 5% BY WEIGHT (26\*/SY MIN.)

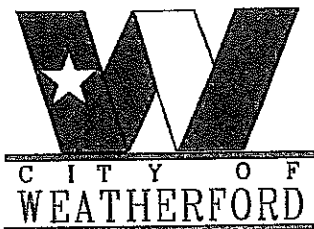
A GREATER QUANTITY OF LIME OR CEMENT, OR ADDITION OF BOTH, MAY BE REQUIRED AS RECOMMENDED BY A GEOTECHNICAL REPORT ON SOIL INVESTIGATION

3. MIN. CURB HEIGHT AND WIDTH SHALL BE 6" OR AS SPECIFIED BY THE CITY OF WEATHERFORD

4. SEE CITY OF WEATHERFORD STREET PAVEMENT STANDARDS AND TABLE 2-10

5. THE WIDTH OF FLEXIBLE BASE AND/OR STABILIZED SUBGRADE SHALL EXTEND TO ONE FOOT (1') BEHIND THE BACK OF CURB ON EACH SIDE OF THE ROADWAY.

**MIN. PAVEMENT DEPTH  
AND STRENGTH  
SHALL BE 8"-CLASS C**



**Community Development**

NOT TO SCALE

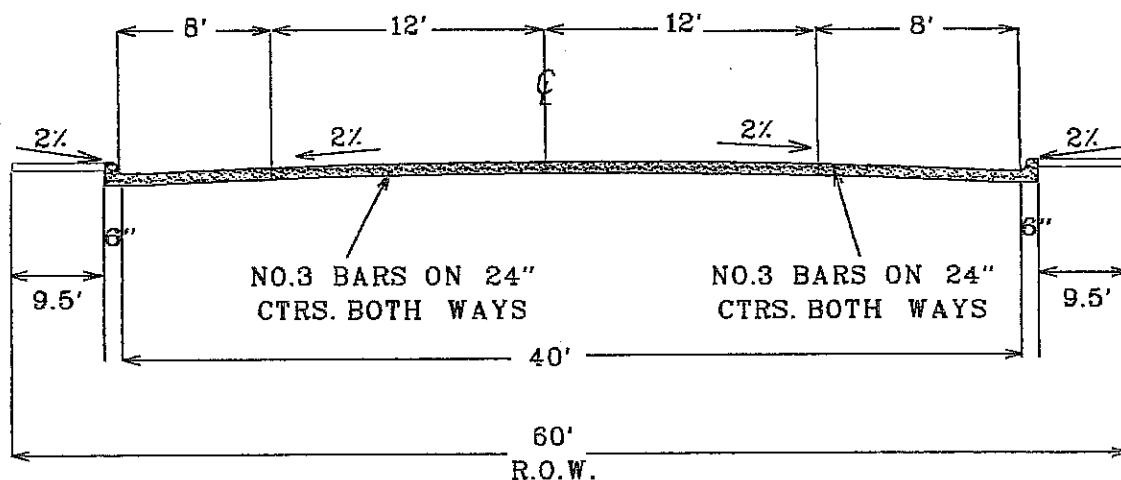
Drawn by: COMDEVCW

Date: 2/17/04

Approved Pending

STD-1.6

**Type "D" Minor Collector  
( Residential )**



**NOTE:**

1. A SOIL INVESTIGATION FOR SUBGRADE DESIGN SHALL BE CONDUCTED BY THE ENGINEER AND THIS DESIGN SHALL BE APPROVED BY THE CITY OF WEATHERFORD PRIOR TO CONSTRUCTION

2. A 6" SOIL STABILIZATION IS REQUIRED WHERE:

- a.)  $PI \geq 15$ , HYDRATED LIME APPLIED AT 6% BY WEIGHT (27\*/SY MIN.)
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3. MIN. CURB HEIGHT AND WIDTH SHALL BE 6" OR AS SPECIFIED BY THE CITY OF WEATHERFORD

4. SEE CITY OF WEATHERFORD STREET PAVEMENT STANDARDS AND TABLE 2-10

5. THE WIDTH OF FLEXIBLE BASE AND/OR STABILIZED SUBGRADE SHALL EXTEND TO ONE FOOT (1') BEHIND THE BACK OF CURB ON EACH SIDE OF THE ROADWAY.

**MIN. PAVEMENT DEPTH  
AND STRENGTH  
SHALL BE 8"-CLASS C  
OR  
2" H.M.A.C. TYPE "D"  
6" H.M.A.C TYPE "B"  
OR  
2"H.M.A.C. TYPE "D"  
11" BASE COURSE**



**Community Development**

**NOT TO SCALE**

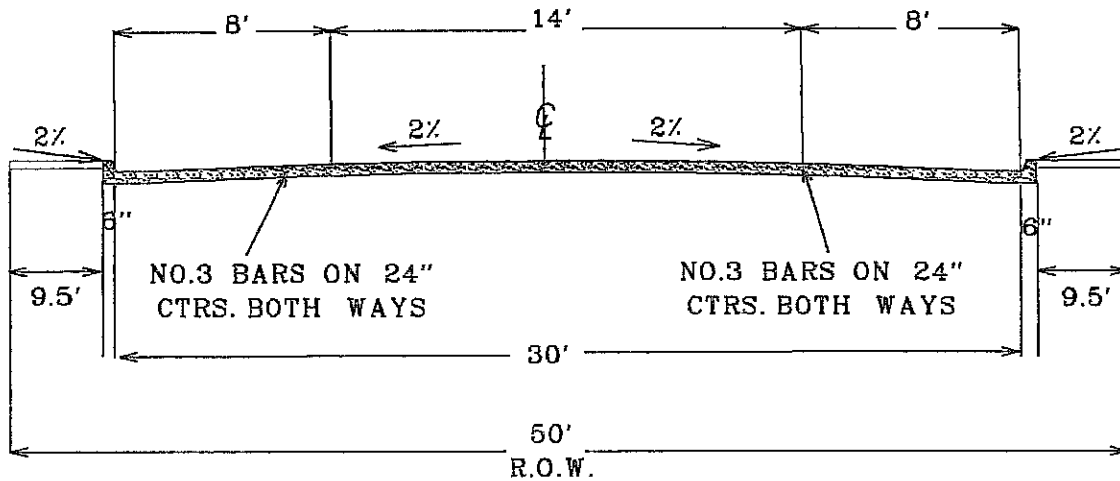
Drawn by: COMDEV CW

Date: 2/17/04

Approved Pending

**STD-1.7**

Local "A"  
( Residential )



NOTE:

1. A SOIL INVESTIGATION FOR SUBGRADE DESIGN SHALL BE CONDUCTED BY THE ENGINEER AND THIS DESIGN SHALL BE APPROVED BY THE CITY OF WEATHERFORD PRIOR TO CONSTRUCTION

2. A 6" SOIL STABILIZATION IS REQUIRED WHERE:

- a.)  $PI \geq 15$ , HYDRATED LIME APPLIED AT 6% BY WEIGHT (27\*/SY MIN.)
- b.)  $PI \leq 10$ , PORTLAND CEMENT APPLIED AT 5% BY WEIGHT (26\*/SY MIN.)

A GREATER QUANTITY OF LIME OR CEMENT, OR ADDITION OF BOTH, MAY BE REQUIRED AS RECOMMENDED BY A GEOTECHNICAL REPORT ON SOIL INVESTIGATION

3. MIN. CURB HEIGHT AND WIDTH SHALL BE 6" OR AS SPECIFIED BY THE CITY OF WEATHERFORD

4. TACK COAT BETWEEN COURSE AS REQUIRED

5. SEE CITY OF WEATHERFORD STREET PAVEMENT STANDARDS AND TABLE 2-10

6. THE WIDTH OF FLEXIBLE BASE AND/OR STABILIZED SUBGRADE SHALL EXTEND TO ONE FOOT (1') BEHIND THE BACK OF CURB ON EACH SIDE OF THE ROADWAY.

MIN. PAVEMENT DEPTH AND STRENGTH SHALL BE 5"-CLASS C OR 2" H.M.A.C. TYPE "D" - 6" H.M.A.C TYPE "B" OR 2"H.M.A.C. TYPE "D" 8" BASE COURSE



Community Development

NOT TO SCALE

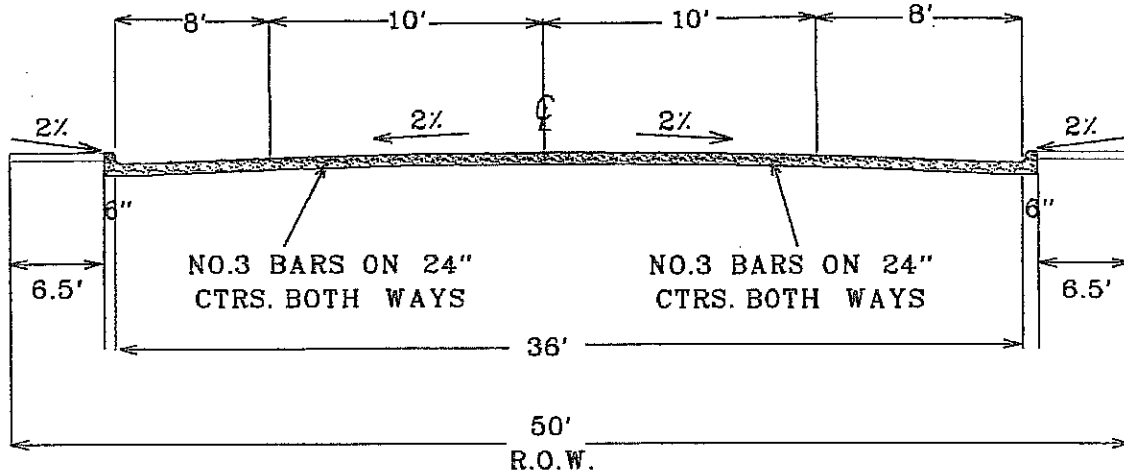
Drawn by: COMDEV CW

Date: 2/17/04

Approved Pending

STD-1.8

Local "B"  
( Residential )



NOTE:

1. A SOIL INVESTIGATION FOR SUBGRADE DESIGN SHALL BE CONDUCTED BY THE ENGINEER AND THIS DESIGN SHALL BE APPROVED BY THE CITY OF WEATHERFORD PRIOR TO CONSTRUCTION

2. A 6" SOIL STABILIZATION IS REQUIRED WHERE:

- a.) PI  $\geq$  15, HYDRATED LIME APPLIED AT 6% BY WEIGHT (27#/SY MIN.)
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A GREATER QUANTITY OF LIME OR CEMENT, OR ADDITION OF BOTH, MAY BE REQUIRED AS RECOMMENDED BY A GEOTECHNICAL REPORT ON SOIL INVESTIGATION

3. MIN. CURB HEIGHT AND WIDTH SHALL BE 6" OR AS SPECIFIED BY THE CITY OF WEATHERFORD

4. TACK COAT BETWEEN COURSE AS REQUIRED

5. SEE CITY OF WEATHERFORD STREET PAVEMENT STANDARDS AND TABLE 2-10

6. THE WIDTH OF FLEXIBLE BASE AND/OR STABILIZED SUBGRADE SHALL EXTEND TO ONE FOOT (1') BEHIND THE BACK OF CURB ON EACH SIDE OF THE ROADWAY.

MIN. PAVEMENT DEPTH AND STRENGTH SHALL BE 5"-CLASS C OR  
2" H.M.A.C. TYPE "D"-  
6" H.M.A.C TYPE "B"  
OR  
2"H.M.A.C. TYPE "D"  
8" BASE COURSE



Community Development

NOT TO SCALE

Drawn by: COMDEV CW

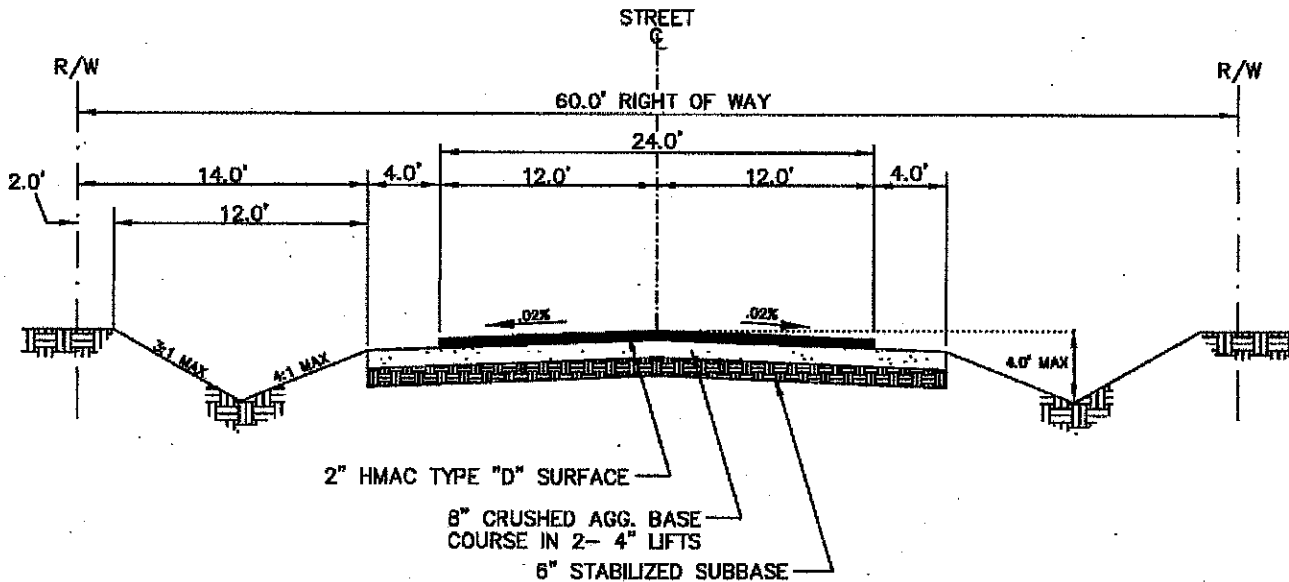
Date: 2/17/04

Approved Pending

STD- 1.9

# RURAL

## ( RESIDENTIAL )



**NOTE:**

1. A SOIL INVESTIGATION FOR SUBGRADE DESIGN SHALL BE CONDUCTED BY THE ENGINEER AND THIS DESIGN SHALL BE APPROVED BY THE CITY OF WEATHERFORD PRIOR TO CONSTRUCTION.

2. A 6" SOIL STABILIZATION IS REQUIRED WHERE:

A) PI > 15, HYDRATED LIME APPLIED AT 6% BY WEIGHT (27 LBS./ SY MIN.)

B) PI < 10, PORTLAND CEMENT APPLIED AT 5% BY WEIGHT (26 LBS./SY MIN.)

A GREATER QUANTITY OF LIME OR CEMENT OR ADDITION OF BOTH, MAY BE REQUIRED AS RECOMMENDED BY A GEOTECHNICAL REPORT ON SOIL INVESTIGATION.

3. SEE CITY OF WEATHERFORD STREET PAVEMENT STANDARDS AND TABLE 2-10.

4. AFTER COMPLETION OF ROAD CONSTRUCTION OWNER/ CONTRACTOR SHOULD STABILIZE THE R.O.W BY METHOD OF SEEDING, MULCHING, OR SODDING.



COMMUNITY DEVELOPMENT DEPARTMENT

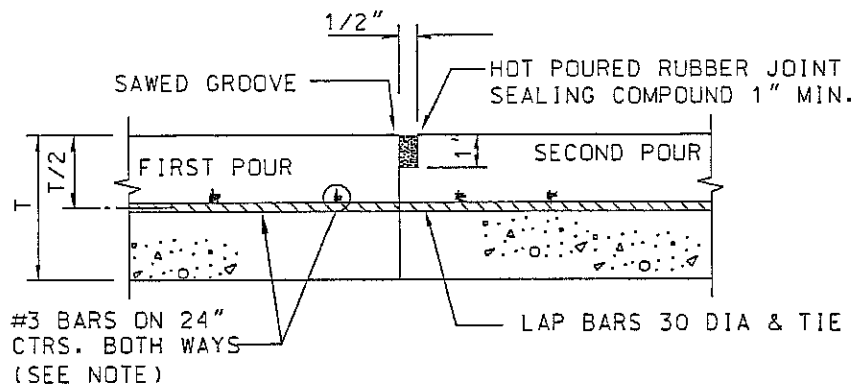
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DATE: 8/10/2006

APPROVED BY:

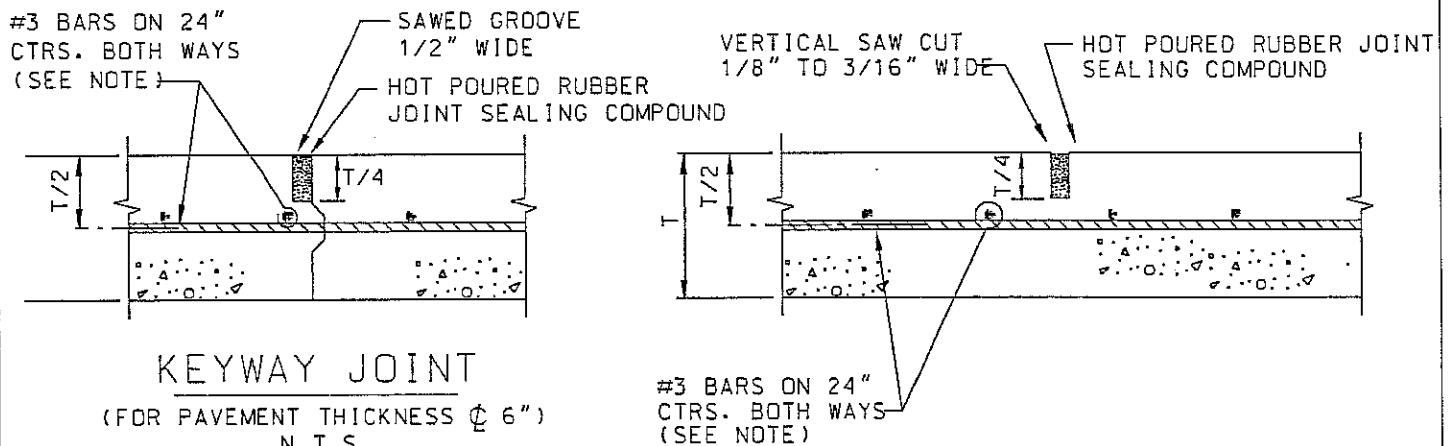
RURAL ROAD DETAIL

STD - 1.10



## CONSTRUCTION JOINT

N.T.S.



## KEYWAY JOINT

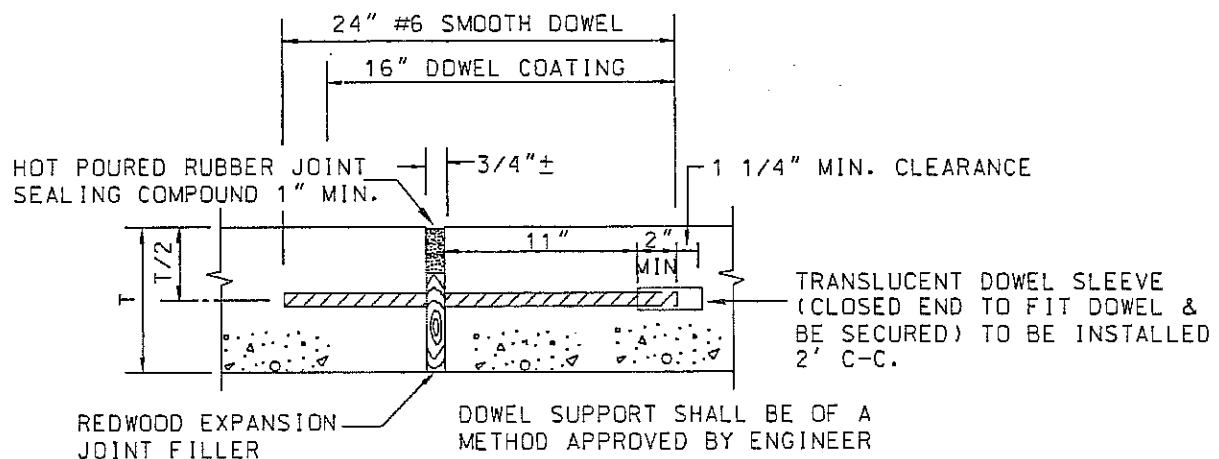
(FOR PAVEMENT THICKNESS  $\geq 6"$ )  
N.T.S.

## SAWED CONTRACTION JOINT

N.T.S.

**NOTE:**  
ALTERNATE REINFORCEMENT  
#4 BARS ON 30" CTRS.  
BOTH WAYS.

DATE



## EXPANSION JOINT

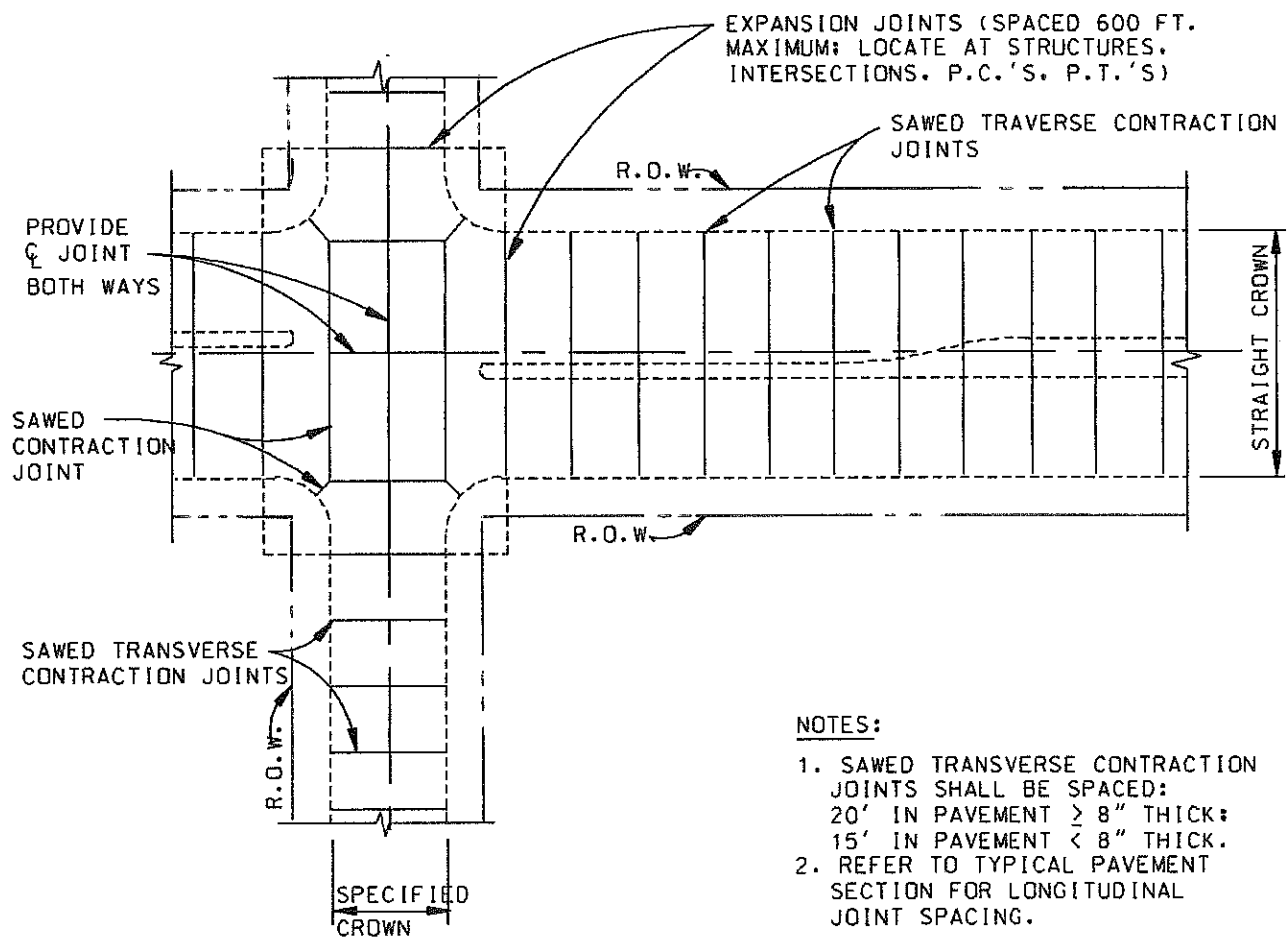
(SPACED 600 FT. MAXIMUM; LOCATE AT STRUCTURES AND AT INTERSECTION P.C.'S & P.T.'S)  
N.T.S.

REINFORCED CONCRETE PAVEMENT  
JOINTS



11-2004

STD- 1.11  
4 of 49



**NOTES:**

1. SAWED TRAVERSE CONTRACTION JOINTS SHALL BE SPACED:  
20' IN PAVEMENT  $\geq$  8" THICK;  
15' IN PAVEMENT  $<$  8" THICK.
2. REFER TO TYPICAL PAVEMENT SECTION FOR LONGITUDINAL JOINT SPACING.

## SPACING DIAGRAM FOR TRANSVERSE JOINTS

N.T.S.

REINFORCED CONCRETE PAVEMENT  
TRANSVERSE JOINT SPACING

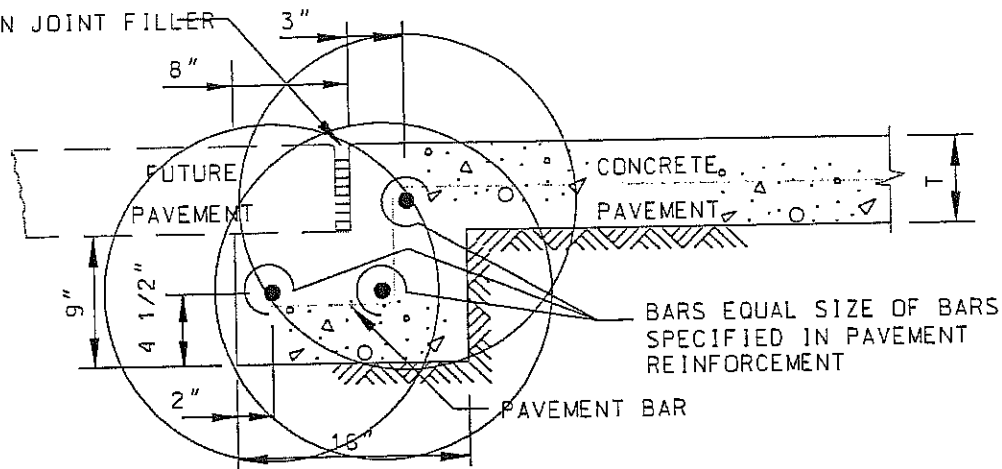


STANDARD SPECIFICATION REFERENCE  
5.8.

DATE  
11-2004

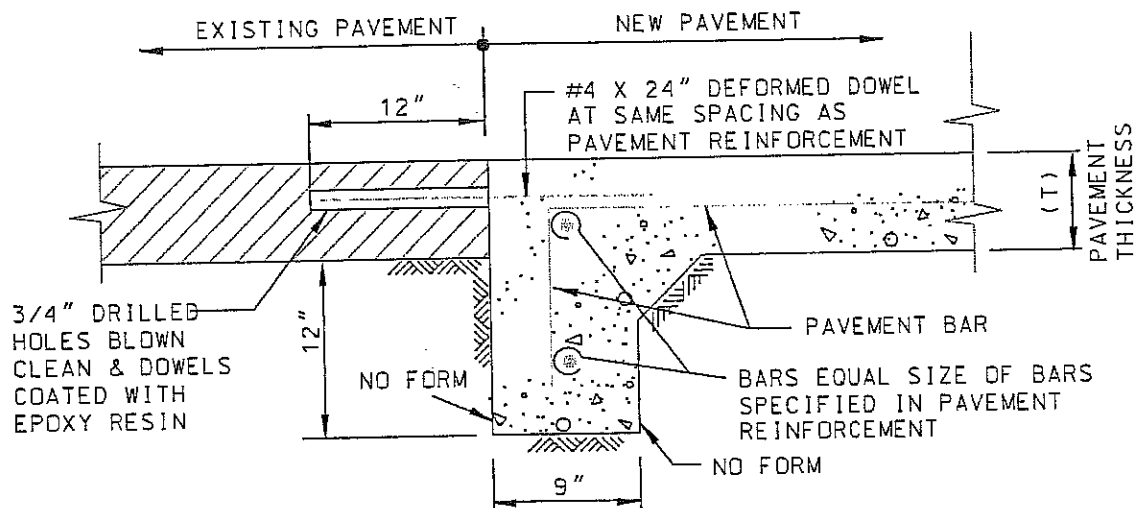
STD- 1.12

EXPANSION JOINT FILLER



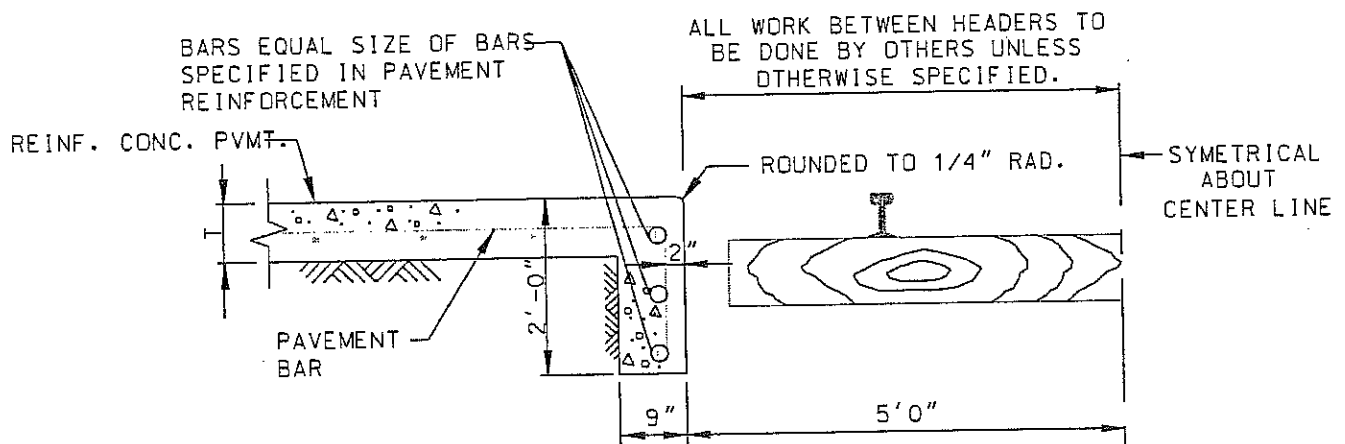
## STREET HEADER FOR FUTURE PAVEMENT

N.T.S.



## STREET HEADER AT EXISTING PAVEMENT

N.T.S.



### NOTES:

1. PAVEMENT BARS TO BE BENT DOWN INTO HEADER.

2. HEADER AND PAVEMENT TO BE MONOLITHIC.

## STREET HEADER AT RAILROAD

N.T.S.

REINFORCED CONCRETE PAVEMENT

STREET HEADERS

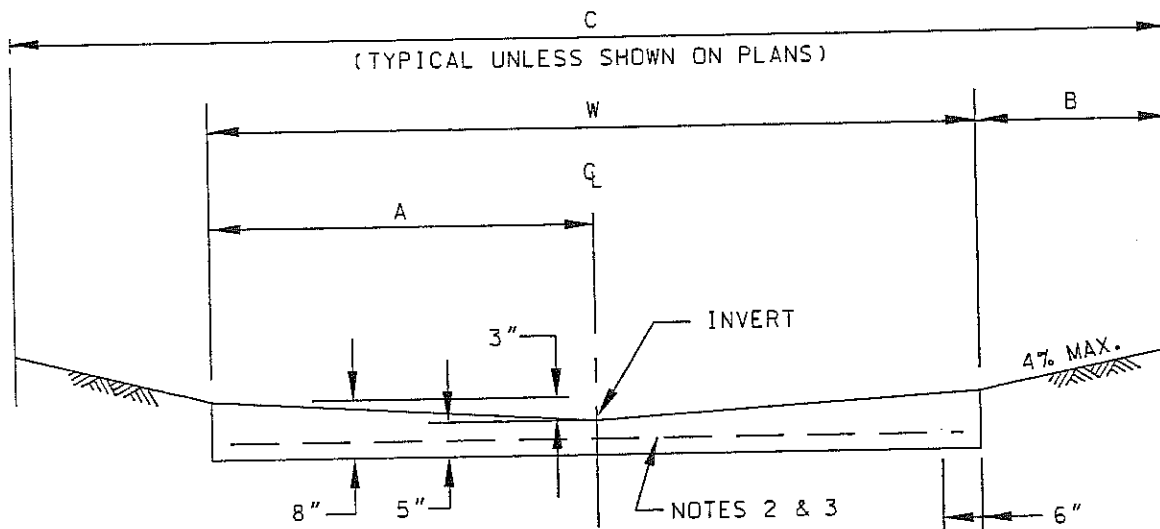


DATE  
11-2004

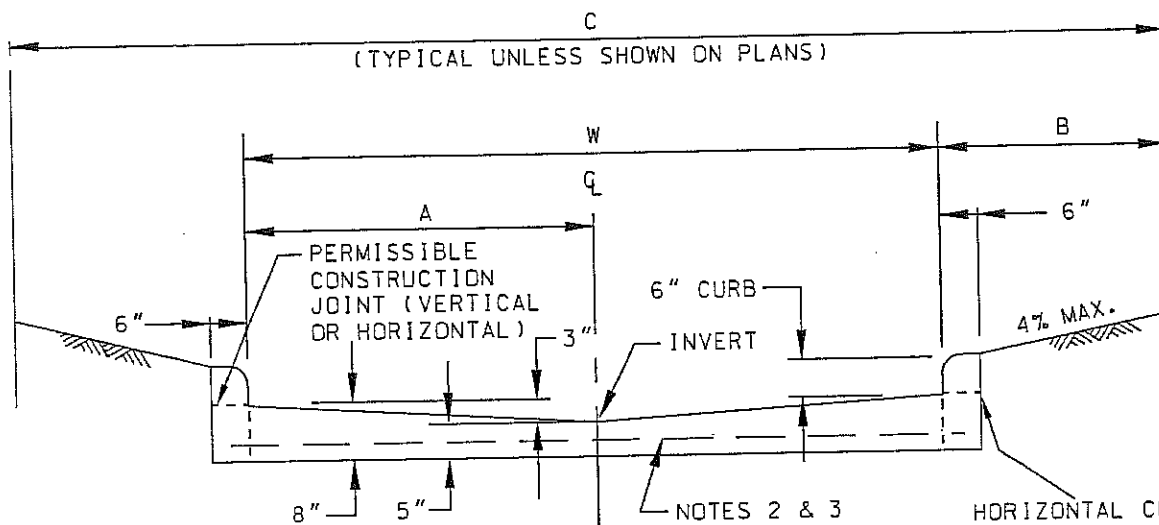
STD-1.13  
16 of 49



# REINFORCED CONCRETE PAVEMENT ALLEYS



ALLEY SECTION WITHOUT CURB  
N.T.S.



ALLEY SECTION WITH CURB  
N.T.S.

HORIZONTAL CONSTRUCTION  
JOINT PERMISSIBLE  
WITH 8" #3 DOWELS  
12" C-C AND LONGITUDINAL  
#3 BAR IN CURB.

## NOTES:

1. PROVIDE SAWED TRANSVERSE CONTRACTION JOINTS NOT MORE THAN 20' C-C.
2. REINFORCED WITH NO. 3 BARS AT 24" C-C BOTH WAYS.
3. EXPANSION JOINTS TO BE PLACED AT ALL INTERSECTIONS AND NOT TO EXCEED 600' BETWEEN JOINTS.
4. CONCRETE SHALL BE CLASS "C".

ALLEY WIDTH (W)	A	B	R.O.W. WIDTH (C)
10'	5'	2'-6"	15'
20'	10'	6"	20'



Drawn By: COMDEV CW

Date: 2-17-04

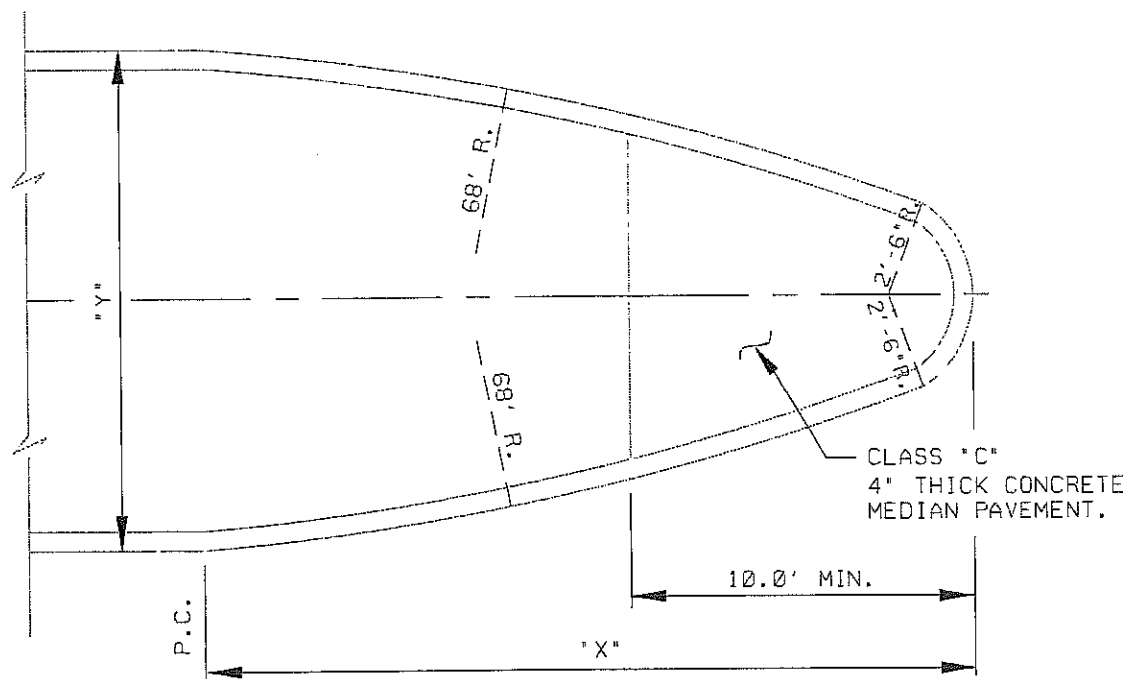
Approved PENDING

STD- 1.14

Community Development

NOT TO SCALE

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DIMENSIONS OF MEDIAN NOSE

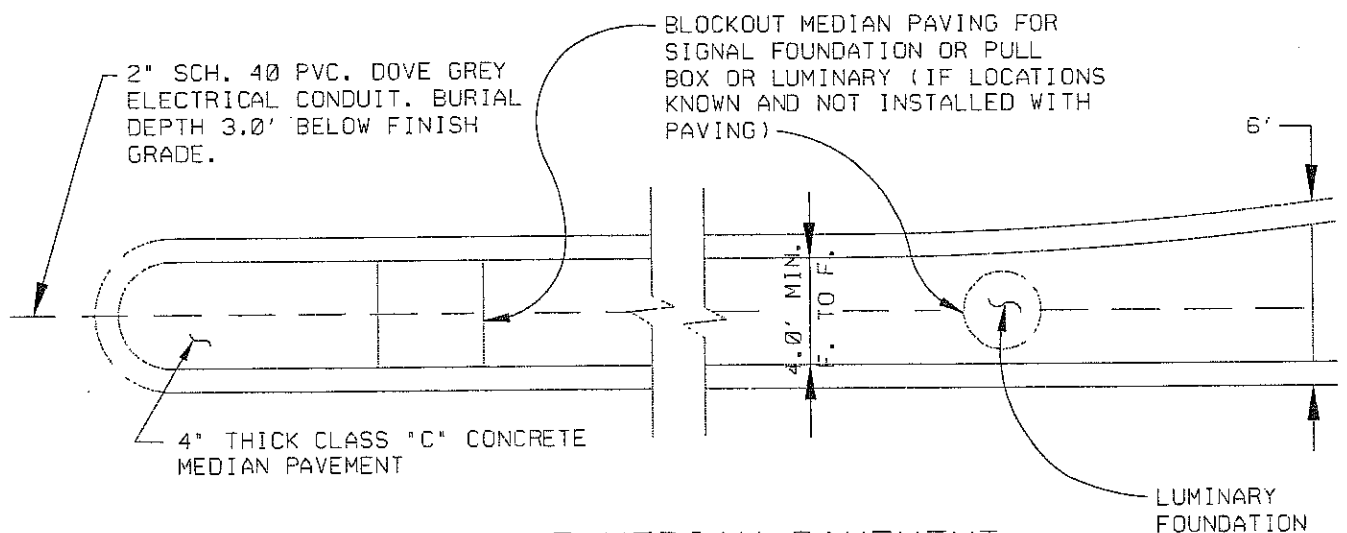
Y = 15'	X = 27.6'
Y = 16'	X = 28.8'
Y = 17'	X = 29.9'
Y = 18'	X = 30.9'

## CONCRETE NOSE FOR MEDIAN ISLAND

N.T.S.

### NOTE:

MEDIAN PAVING SHALL EXTEND TO POINT WHERE MEDIAN IS 6' WIDE. IF MEDIAN IS 6' WIDE, PAVING SHALL EXTEND 15' FROM NOSE. FOR MEDIANS WIDER THAN 6' PAVING SHALL EXTEND 10' FROM NOSE. ALL DISTANCES ARE MINIMUM.



## LEFT TURN LANE MEDIAN PAVEMENT

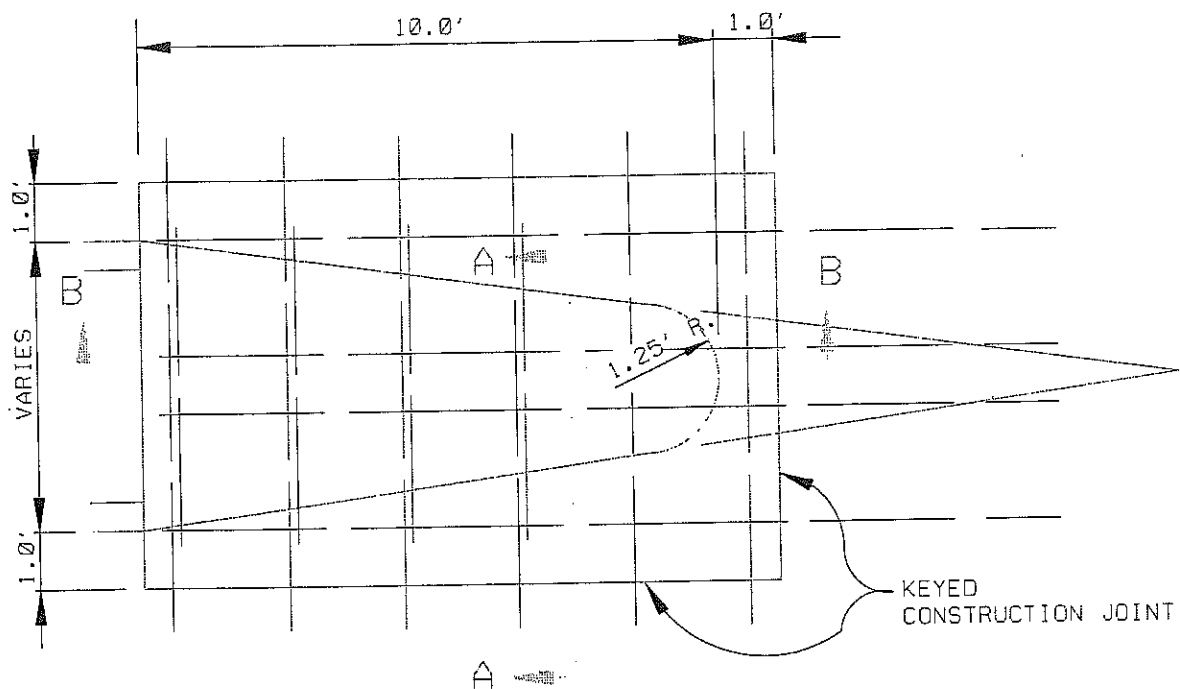
N.T.S.

MEDIAN ISLAND PAVEMENT  
NOSE & LEFT TURN LANE



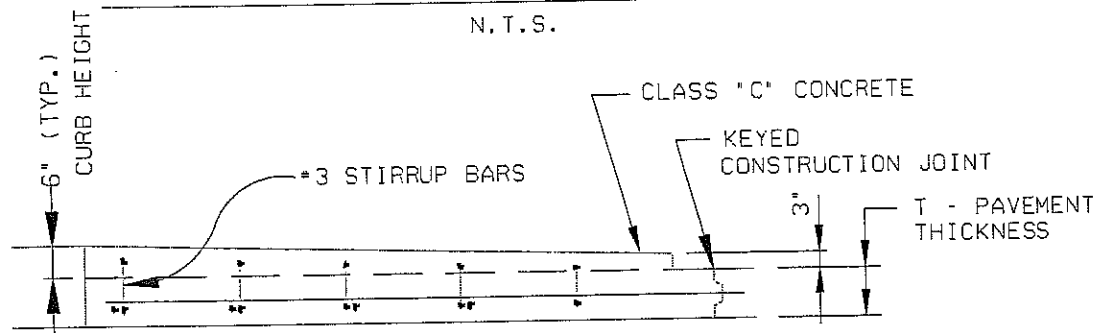
DATE  
11-2004

STANDARD DRAWING NO.  
18640-2.0



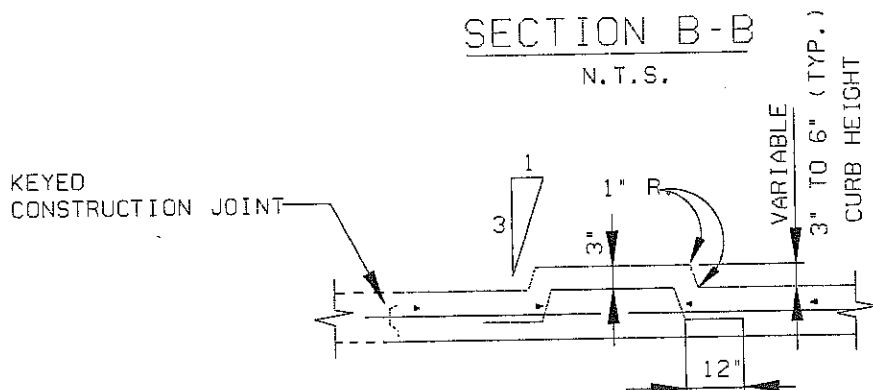
## MONOLITHIC CONCRETE MEDIAN NOSE

N.T.S.



## SECTION B-B

N.T.S.



## SECTION A-A

N.T.S.

### NOTE:

REINFORCEMENT BARS SHALL MATCH THOSE IN PAVEMENT.

MEDIAN ISLAND PAVEMENT

MONOLITHIC CONCRETE NOSE



DATE

11-2004

STANDARD DRAWING NO.

19 of 49 STD- 2.1

# COMMERCIAL DRIVEWAY DESIGN

DIMENSION	MINIMUM	MAXIMUM
A	16'(ONE WAY) 20'(TWO WAY)	40'
B	10' R	30' R
C	Local 50' Collector 100'	—
D	Local 50' Major Col. 80'	—
E	5'	—
F	100'	—
G	5' R	10' R



RESTRICTED  
AREA

P.L.

1 FT.

R.O.W.

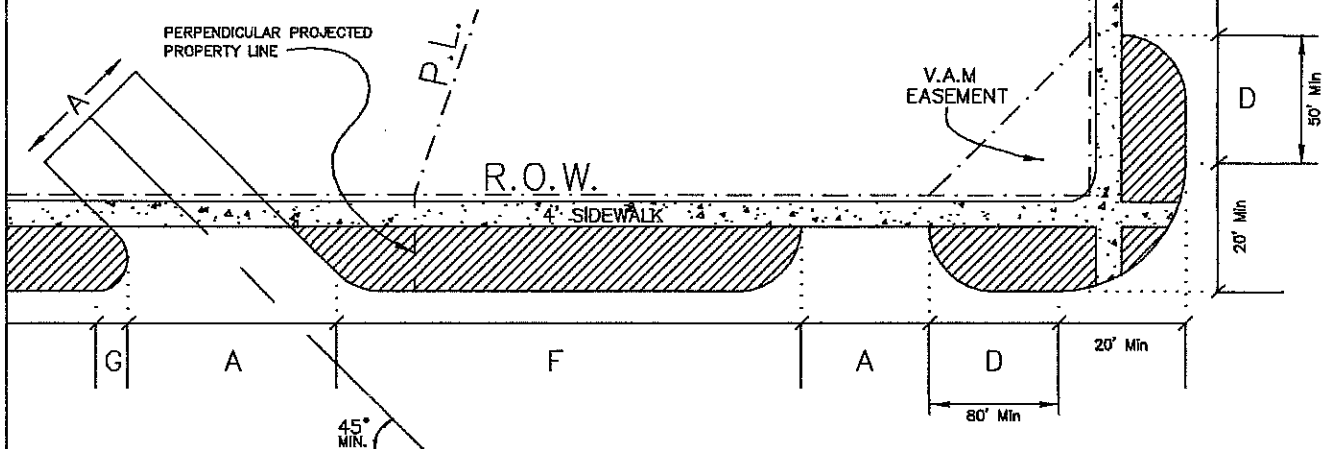
4' SIDEWALK

Local 50'  
Collector 100'

STREET C.L.  
LOCAL STREET/ MINOR COLLECTOR

## Notes:

1. For driveway spacing on arterial streets please see figure 6-3.
2. The location of access points for commercial driveways shall be at the sole discretion of the City of Weatherford Community Development Department after proper consideration of anticipated driveway volumes and their affect on traffic safety.
3. A traffic impact analysis may be required for proposed development projects which shall be in accordance with City of Weatherford Subdivision Ordinance.
4. For residential driveway design please see figure 6-4 (A).



STREET C.L.  
MAJOR COLLECTOR



COMMUNITY DEVELOPMENT

DRAWN BY: MP

DATE: 5-22-06

Approved By:

FIG. TBL. 6-4

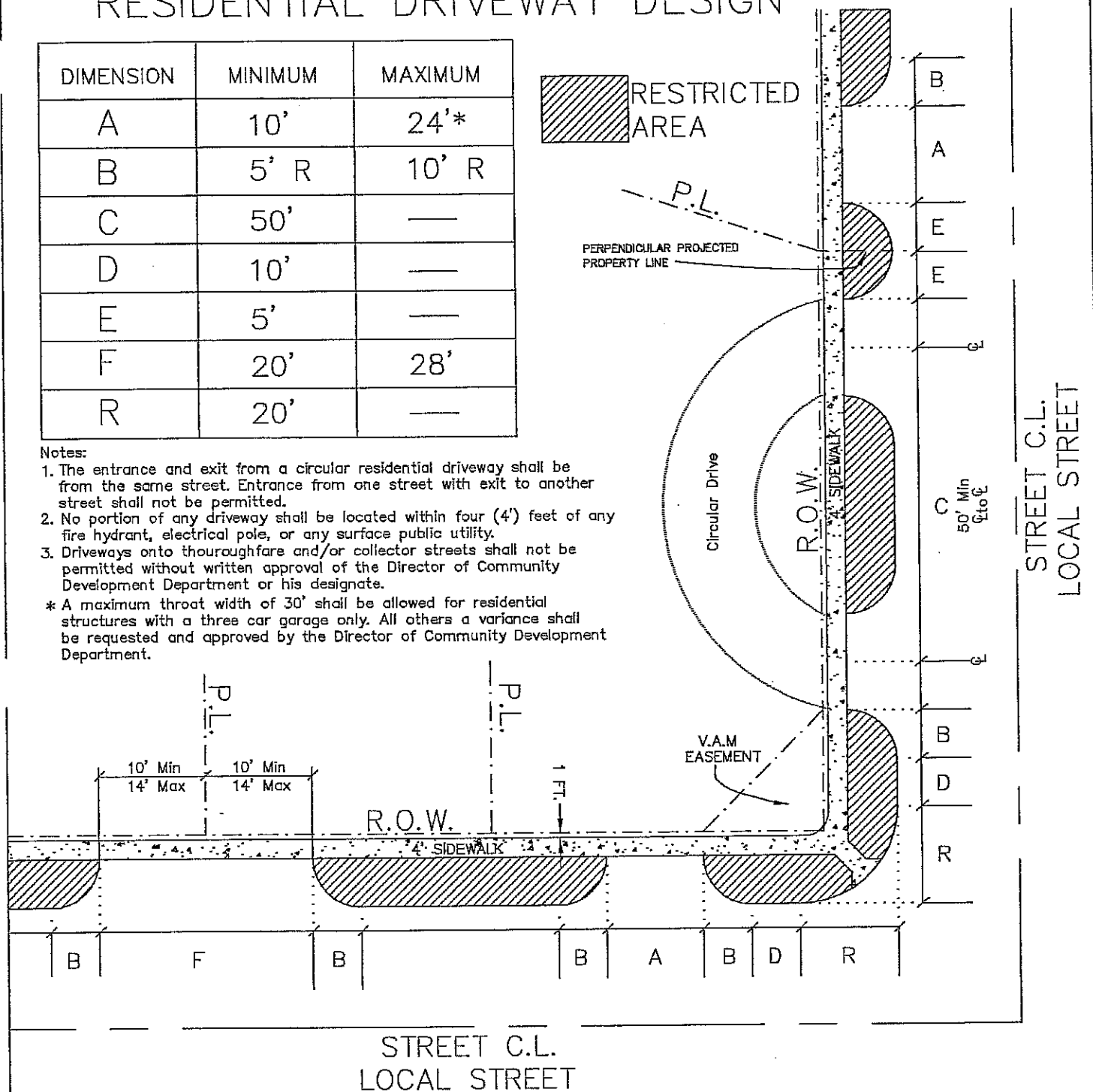
# RESIDENTIAL DRIVEWAY DESIGN

DIMENSION	MINIMUM	MAXIMUM
A	10'	24'*
B	5' R	10' R
C	50'	—
D	10'	—
E	5'	—
F	20'	28'
R	20'	—

## Notes:

1. The entrance and exit from a circular residential driveway shall be from the same street. Entrance from one street with exit to another street shall not be permitted.
2. No portion of any driveway shall be located within four (4') feet of any fire hydrant, electrical pole, or any surface public utility.
3. Driveways onto thoroughfare and/or collector streets shall not be permitted without written approval of the Director of Community Development Department or his designate.

\* A maximum throat width of 30' shall be allowed for residential structures with a three car garage only. All others a variance shall be requested and approved by the Director of Community Development Department.



## COMMUNITY DEVELOPMENT

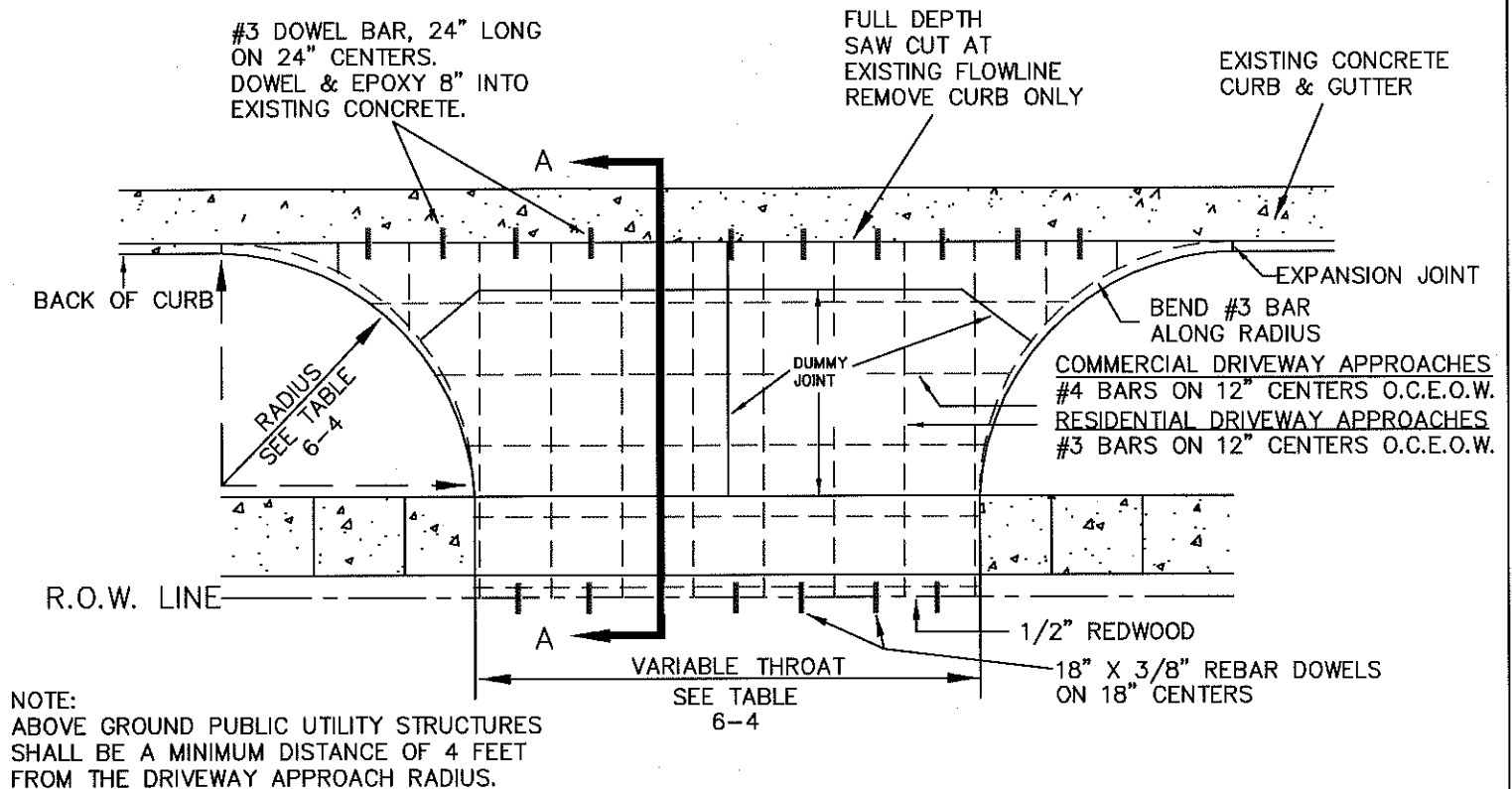
DRAWN BY: MP

DATE: 5-22-06

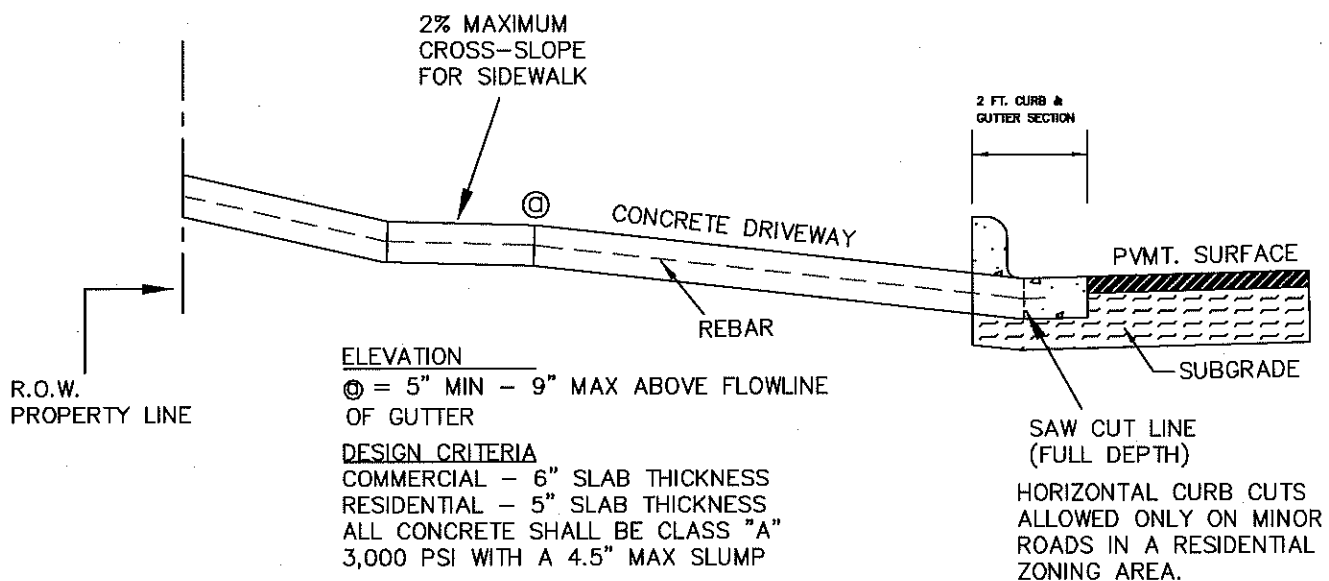
Approved By:

FIG. TBL. 6-4 (A)

# TYPICAL DRIVE APPROACH



## SECTION A-A



## COMMUNITY DEVELOPMENT

DRAWN BY: MP

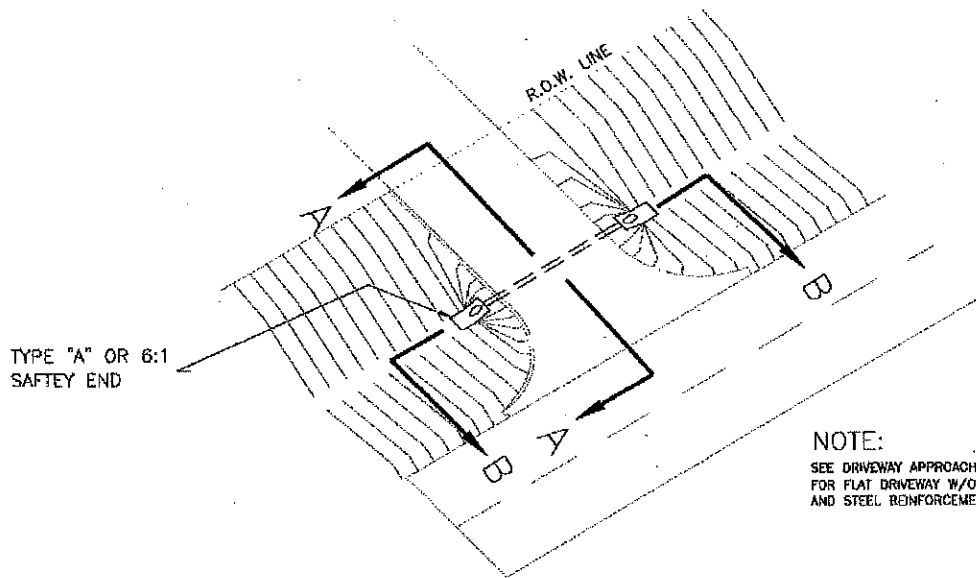
DATE: 10/3/07

Approved By:

STD - 3.1

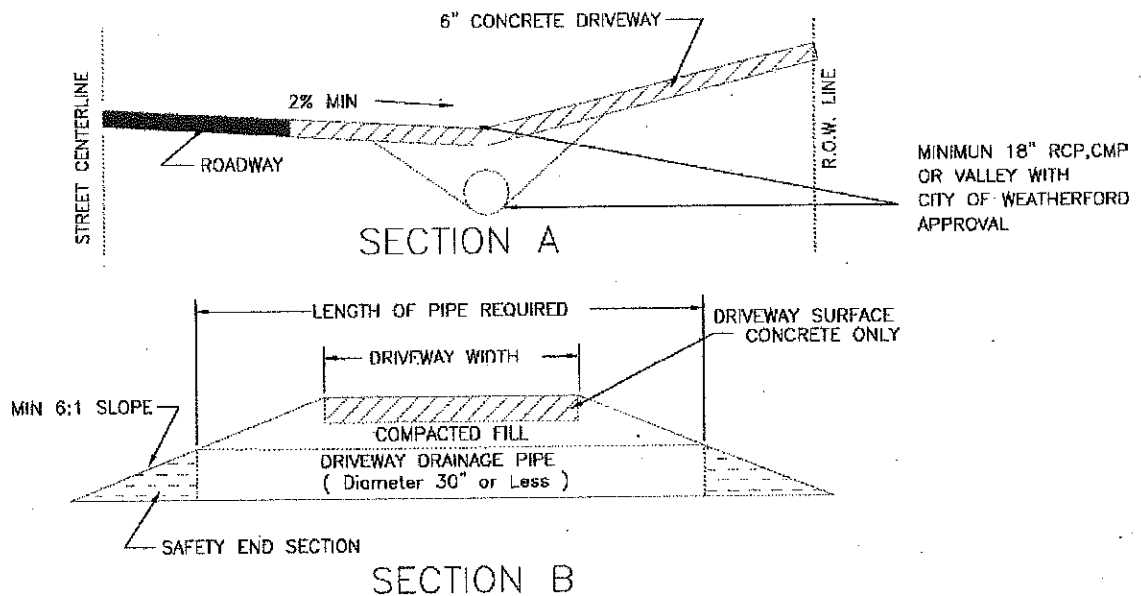
TYPICAL DRIVEWAY APPROACH

# STANDARD DRIVEWAY APPROACH WITH CULVERT



6" CLASS "A" CONCRETE  
MINIMUM 3000 PSI  
OR  
1 1/2" HMA  
OVER 4" ROAD BASE  
WITH CITY OF WEATHERFORD  
APPROVAL

NOTE:  
SEE DRIVEWAY APPROACH DETAILS  
FOR FLAT DRIVEWAY W/O CURBS  
AND STEEL REINFORCEMENT LAYOUT



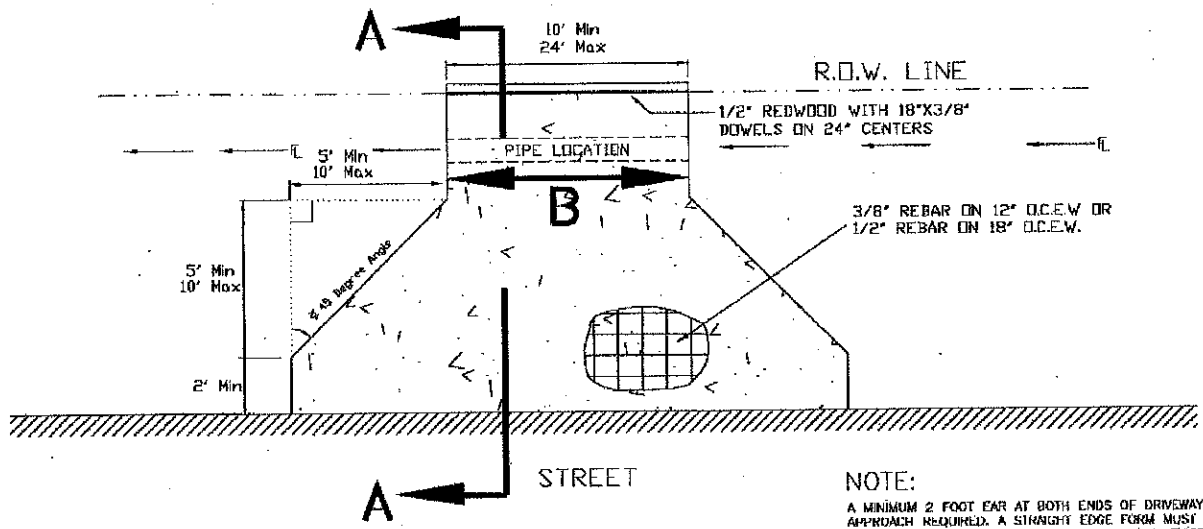
Community Development

NOT TO SCALE

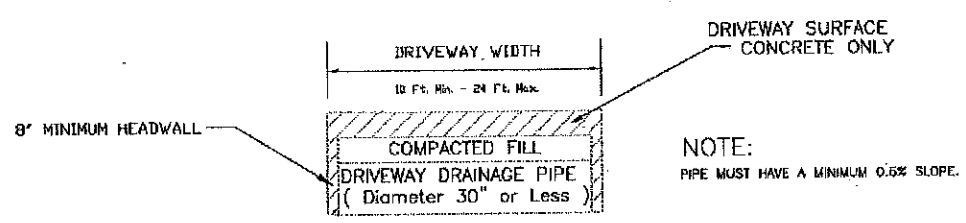
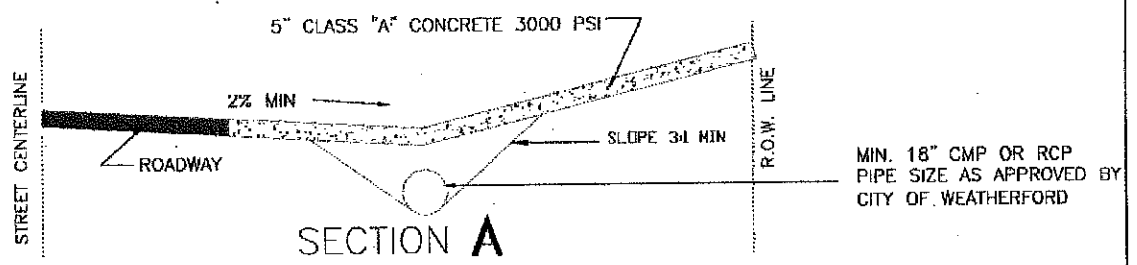
Drawn by: COMDEV CW  
Date: 2/17/04  
Approved Pending

STD- 3.2

# STANDARD DRIVEWAY APPROACH WITH CULVERT. FOR USE IN RURAL ROADS WITHIN RESIDENTIAL ZONING AREAS ONLY.



**NOTE:**  
A MINIMUM 2 FOOT EAR AT BOTH ENDS OF DRIVEWAY APPROACH REQUIRED. A STRAIGHT EDGE FORM MUST BE PLACED IN FRONT OF DRIVEWAY APPROACH FLUSH WITH EXISTING ROADWAY PAVEMENT.



**NOTE:**  
PIPE MUST HAVE A MINIMUM 0.5% SLOPE.



Community Development

NOT TO SCALE

Drawn by: MP

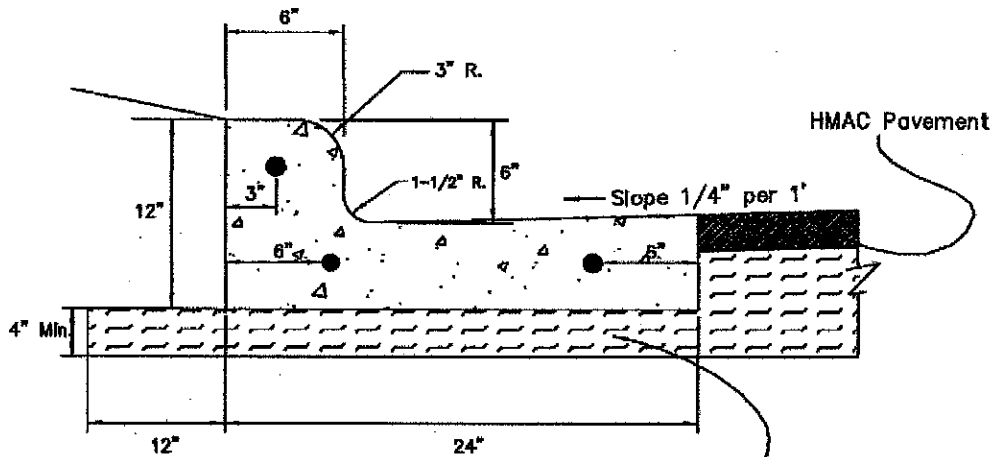
Date: 10/13/06

Approved

STD- 3.3

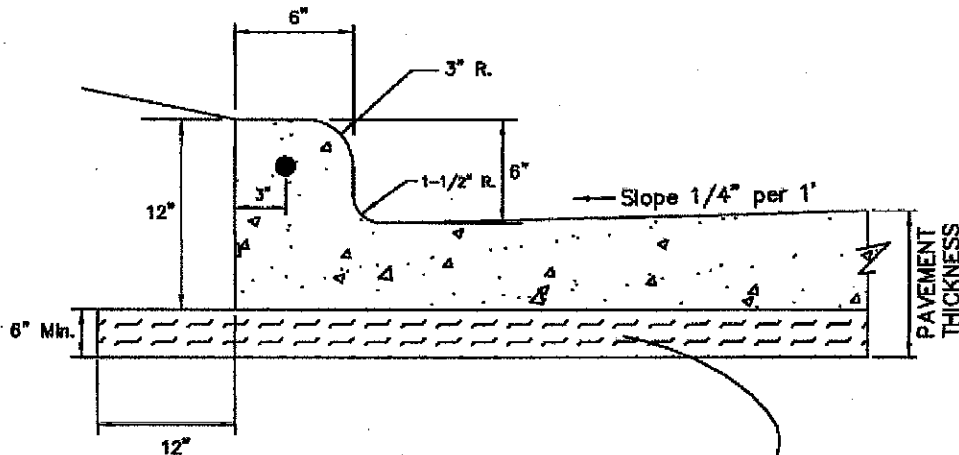


# CONCRETE CURB & GUTTER



SEPERATE CURB & GUTTER

No. 2 Flex Base  
Compacted to 95%  
of maximum density  
per ASTM D698



INTEGRAL CURB & GUTTER

Stabilized Subgrade  
Compacted to 95%  
of maximum density  
per ASTM D698

## NOTES:

1. Reinforcement shall be No. 3 bars, unless otherwise specified.
2. Concrete shall be class "C", 3600 PSI Minimum for integral C&G and class "A", 3000 PSI for seperate C&G.
3. All curbs are constructed of portland cement concrete unless otherwise shown.
4. Expansion joints every 30 ft. and tool joint spacing at 10' intervals unless otherwise specified.
5. Grade shall be measured at back of curb.



## COMMUNITY DEVELOPMENT DEPARTMENT

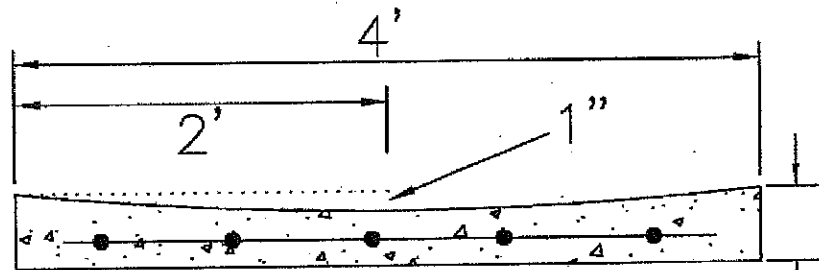
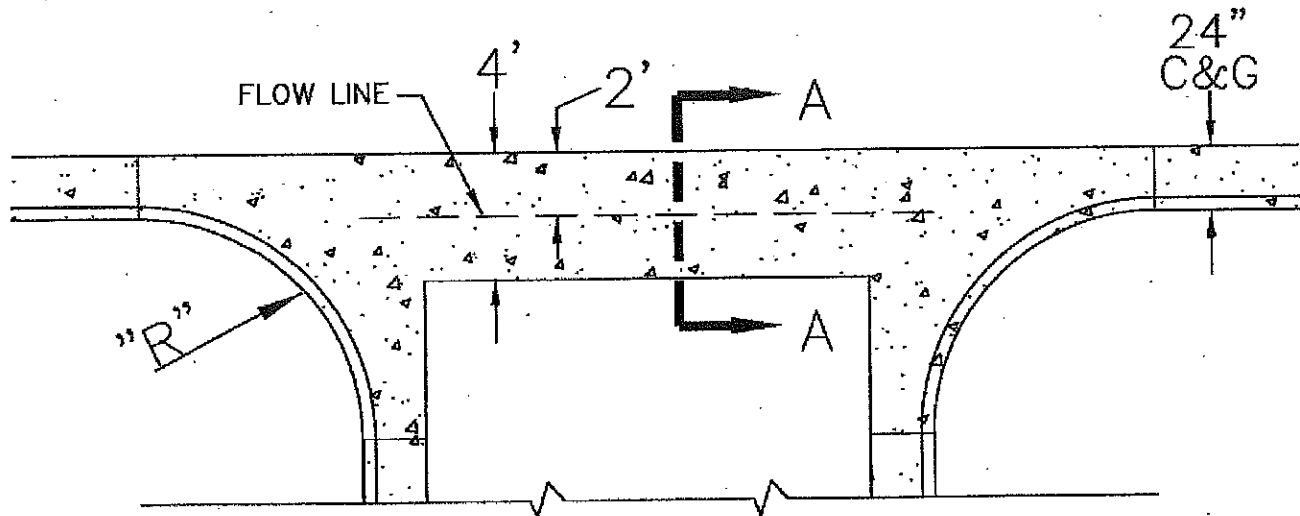
DRAWN BY: MP

DATE: 10/10/06

APPROVED BY:

STD - 4.0

# VALLEY GUTTER



SECTION A-A

6" THICK OR  
PAVEMENT THICKNESS

**NOTE:**

ALL CONCRETE FOR VALLEY GUTTER SHALL BE CLASS "A".

REINFORCEMENT STEEL SHALL BE NO. 4 BARS ON 12" CENTERS BOTH WAYS.



COMMUNITY DEVELOPMENT DEPARTMENT

DRAWN BY: MP

DATE: 10/13/06

APPROVED BY:

STD - 4.1

# SIDEWALK & HANDICAP RAMP LAYOUT

THE MINIMUM SIDEWALK WIDTH FOR RESIDENTIAL DEVELOPMENTS SHALL BE 4' WIDE.  
THE MINIMUM SIDEWALK WIDTH FOR NON RESIDENTIAL DEVELOPMENTS SHALL BE 5' WIDE.

SIDEWALK CONCRETE SLAB MUST BE 4" THICK, CLASS A CONCRETE, 3000 PSI WITH #3 REBAR ON 18" O.C.E.W. EXPANSION JOINTS ARE REQUIRED AT 28' ON 4' WIDE SIDEWALKS AND 30' ON 5' WIDE SIDEWALKS.

TOOL JOINTS SHALL SPACED AS THE SAME LENGTH AS THE WIDTH OF SIDEWALK.

SIDEWALK CROSS-SLOPE MUST BE 2% OR LESS.

TXDOT TYPE 8 OR TYPE 9 DIAGONAL CURB RAMP IS ACCEPTABLE. SEE TXDOT STANDARD "PED-05" FOR ADDITIONAL INFORMATION.

THE HANDICAP RAMP MUST BE 1:12 SLOPE OR LESS.

FLARE (SIDE SLOPE) MUST BE 1:10 SLOPE OR LESS.

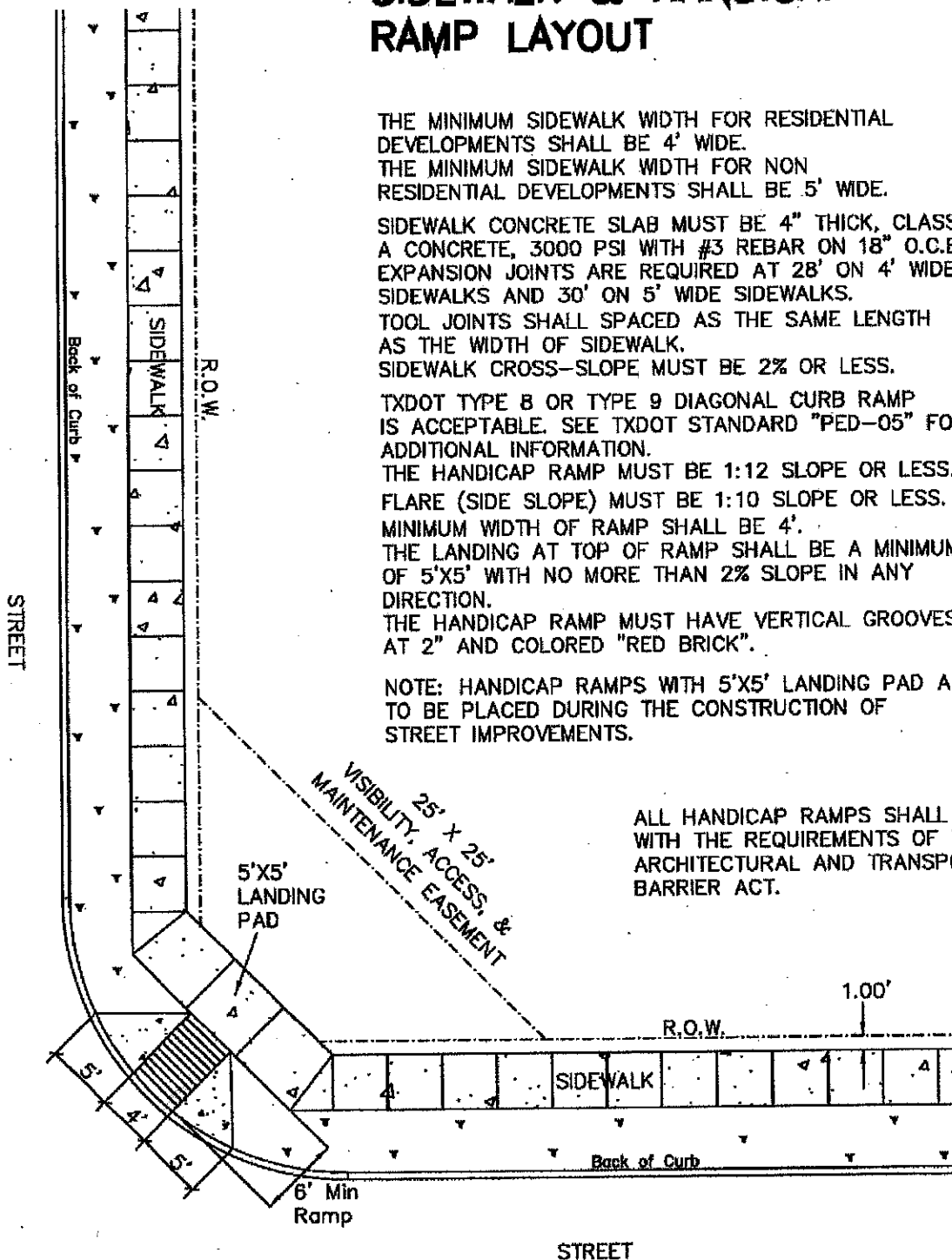
MINIMUM WIDTH OF RAMP SHALL BE 4'.

THE LANDING AT TOP OF RAMP SHALL BE A MINIMUM OF 5'X5' WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

THE HANDICAP RAMP MUST HAVE VERTICAL GROOVES SPACED AT 2" AND COLORED "RED BRICK".

NOTE: HANDICAP RAMPS WITH 5'X5' LANDING PAD ARE TO BE PLACED DURING THE CONSTRUCTION OF STREET IMPROVEMENTS.

ALL HANDICAP RAMPS SHALL COMPLY WITH THE REQUIREMENTS OF THE U.S. ARCHITECTURAL AND TRANSPORTATION BARRIER ACT.



Not To Scale



## COMMUNITY DEVELOPMENT DEPARTMENT

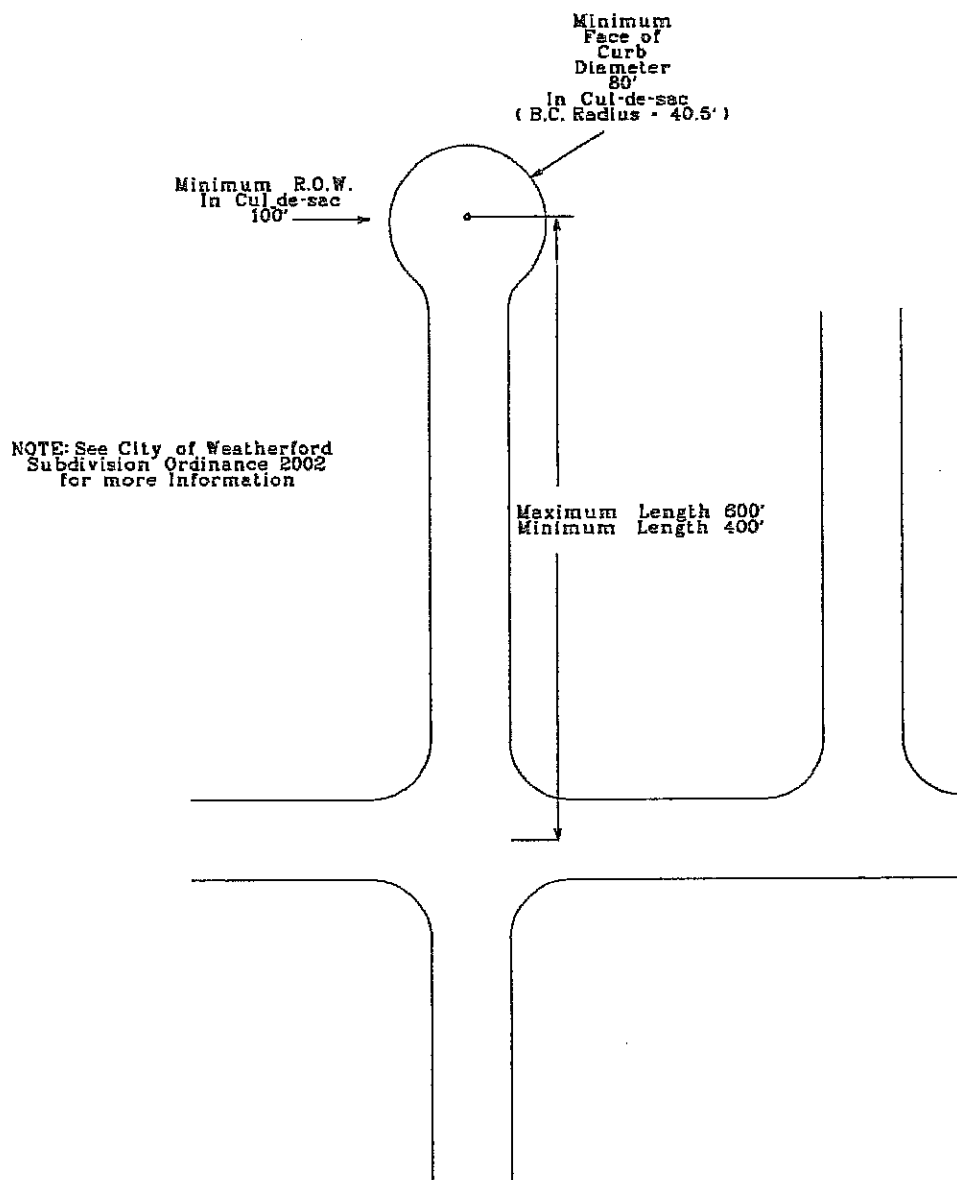
DRAWN BY: MP

DATE: 10/6/06

APPROVED BY:

STD- 4.2

# TYPICAL RESIDENTIAL CUL-DE-SAC



Community Development

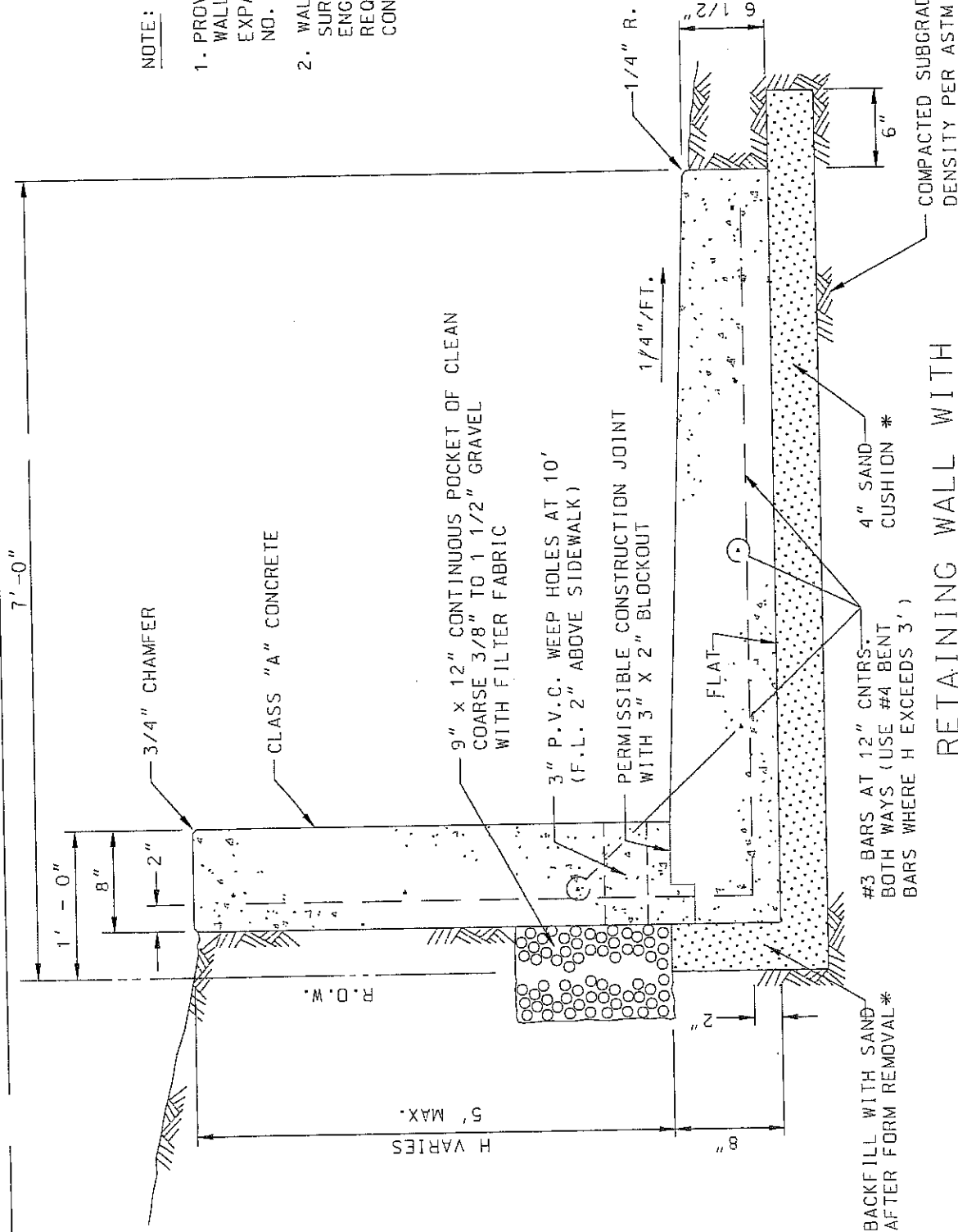
NOT TO SCALE

Drawn by: CW

Date: 2/17/04

Approved Pending

STD- 5.0



**NOTE:**

1. PROVIDE VERTICAL EXPANSION IN WALL AT 25' MAX. SPACING (USE EXPANSION JOINT, STANDARD DRAWING NO. 2050, AND MODIFY AS REQUIRED)
2. WALL DESIGN ASSUMES NO SURCHARGE. A SPECIAL ENGINEERING ANALYSIS IS REQUIRED FOR OTHER CONDITIONS.

**RETAINING WALL WITH  
INTEGRAL SIDEWALK**

N.T.S.

\*WHEN SPECIFIED  
ON PLANS



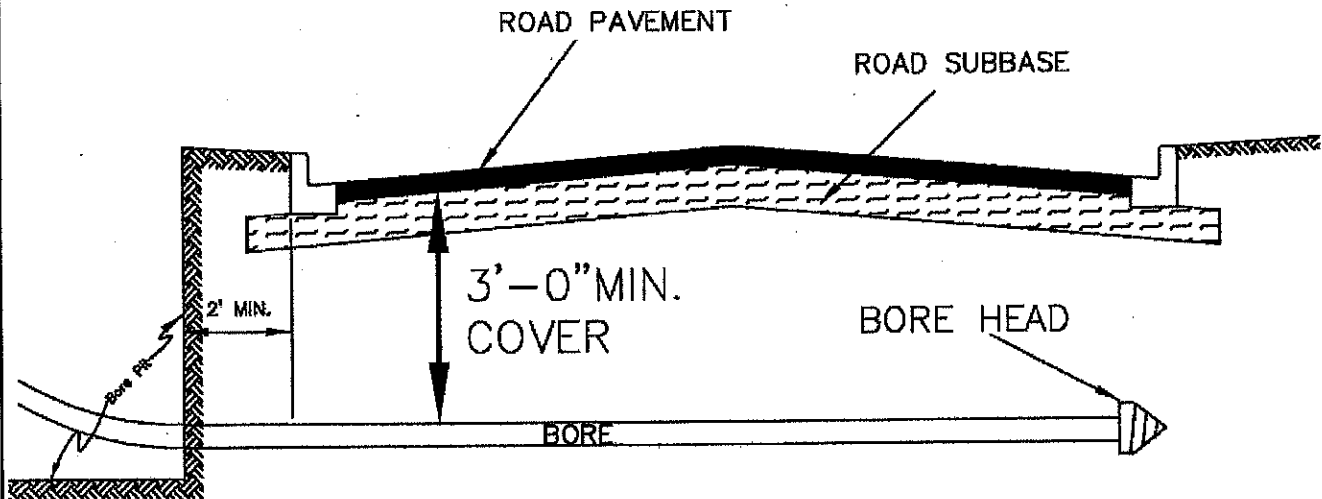
REINFORCED CONCRETE RETAINING WALL

INTEGRAL WITH SIDEWALK

DATE

STD- 6.0

# JACK & BORE DETAILS



## NOTES:

1. A right-of-way excavation permit is required when jacking or boring within City right-of-way. Permit application available through Community Development Department.
2. When construction is within TXDoT right-of-way jurisdiction, a TXDoT permit is required.
3. All construction methods for jacking & boring shall conform to item 503.1 thru 503.4 of N.C.T.C.O.G Standard Specifications for Public Works Construction, 4th edition.
4. When construction activity is completed, the contractor should backfill all bore pits to 90% of maximum density and replace, if any, surface vegetation to the same or better condition prior to construction.
5. Check with Community Development Department for specific requirements not contained herein.



## COMMUNITY DEVELOPMENT DEPARTMENT

Drawn by: MP

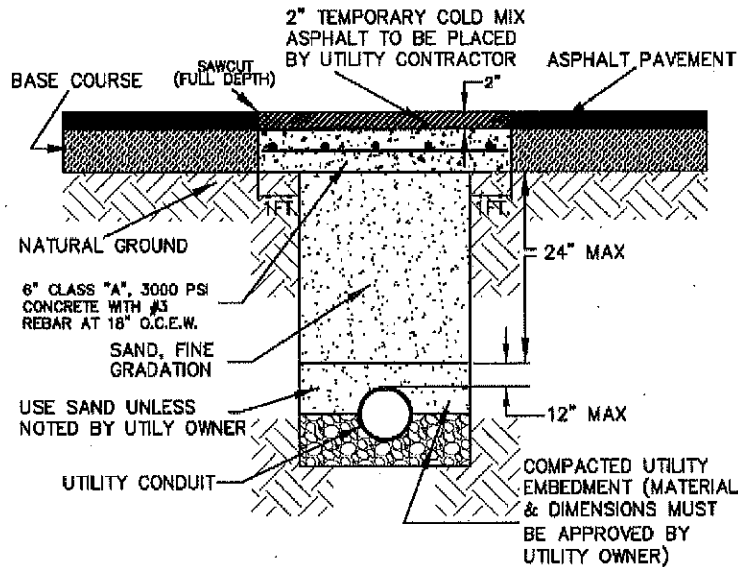
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Approved By:

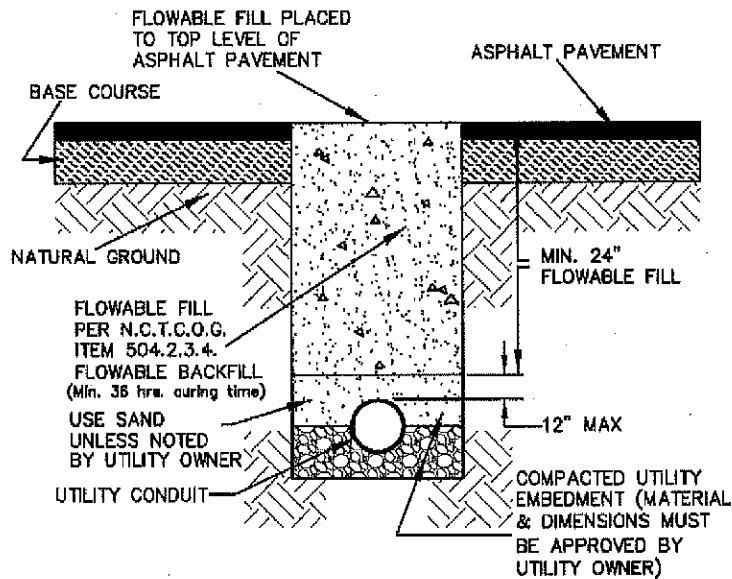
STD - 7.0

JACK & BORE DETAILS

## ASPHALT PAVEMENT CUT CONCRETE CAP



## ASPHALT PAVEMENT CUT FLOWABLE FILL BACKFILL



### NOTE:

1. Check with Community Development Department for specific requirements not contained herein.
2. Contractor is required to obtain a R.O.W. Excavation Permit prior to excavation and leave a monetary deposit for pavement repair at time of permitting.
3. Contractor shall contact Community Development Department inspector prior to backfilling to insure proper embedment compaction and correct backfill option.
4. Contractor is responsible for backfill procedures as shown above and asphalt pavement repair is to be performed ONLY by City forces or City approved contractor.



### COMMUNITY DEVELOPMENT DEPARTMENT

DRAWN BY: M.P.

DATE: 1/24/07

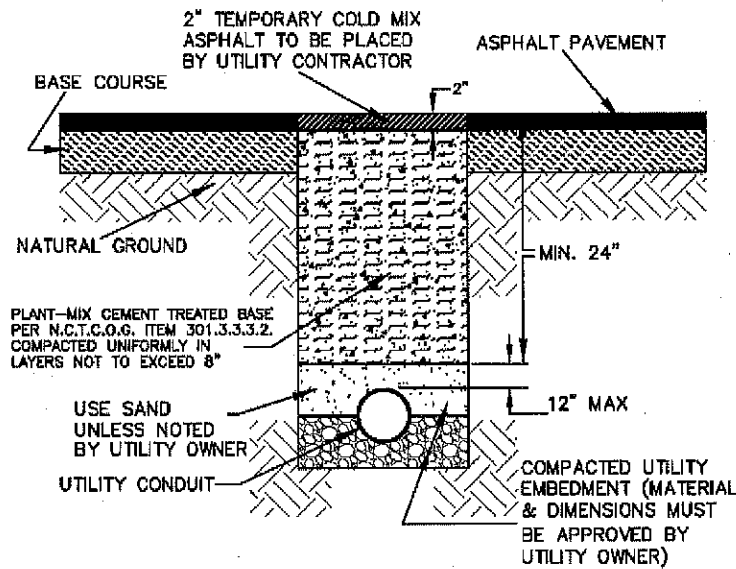
APPROVED BY:

STD - 8.0

PAVEMENT CUT  
CONCRETE CAP  
FLOWABLE FILL

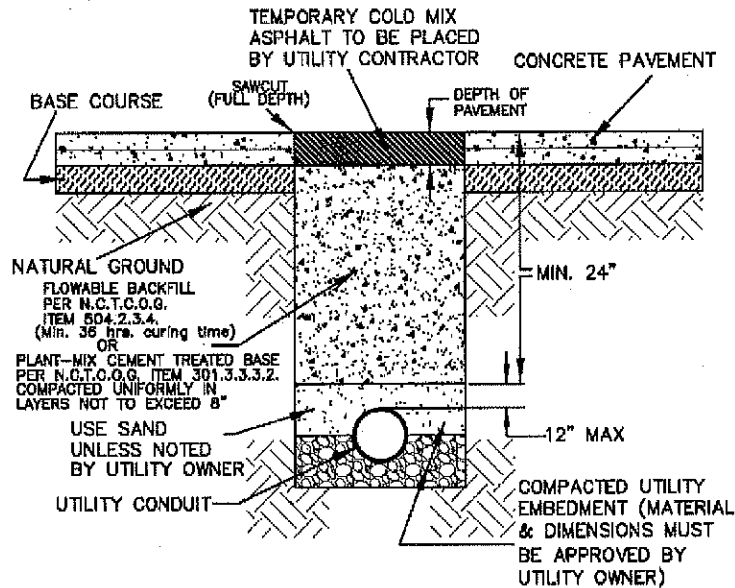
## ASPHALT PAVEMENT CUT

### CEMENT TREATED BASE BACKFILL



## CONCRETE PAVEMENT CUT

### FLOWABLE FILL & C.T.B. BACKFILL



#### NOTE:

1. Check with Community Development Department for specific requirements not contained herein.
2. Contractor is required to obtain a R.O.W. Excavation Permit prior to excavation and leave a monetary deposit for pavement repair at time of permitting.
3. Contractor shall contact Community Development Department inspector prior to backfilling to insure proper embedment compaction and correct backfill option.
4. Contractor is responsible for backfill procedures as shown above and asphalt pavement repair is to be performed ONLY by City forces or City approved contractor.



#### COMMUNITY DEVELOPMENT DEPARTMENT

DRAWN BY: M.P.

DATE: 1/24/07

APPROVED BY:

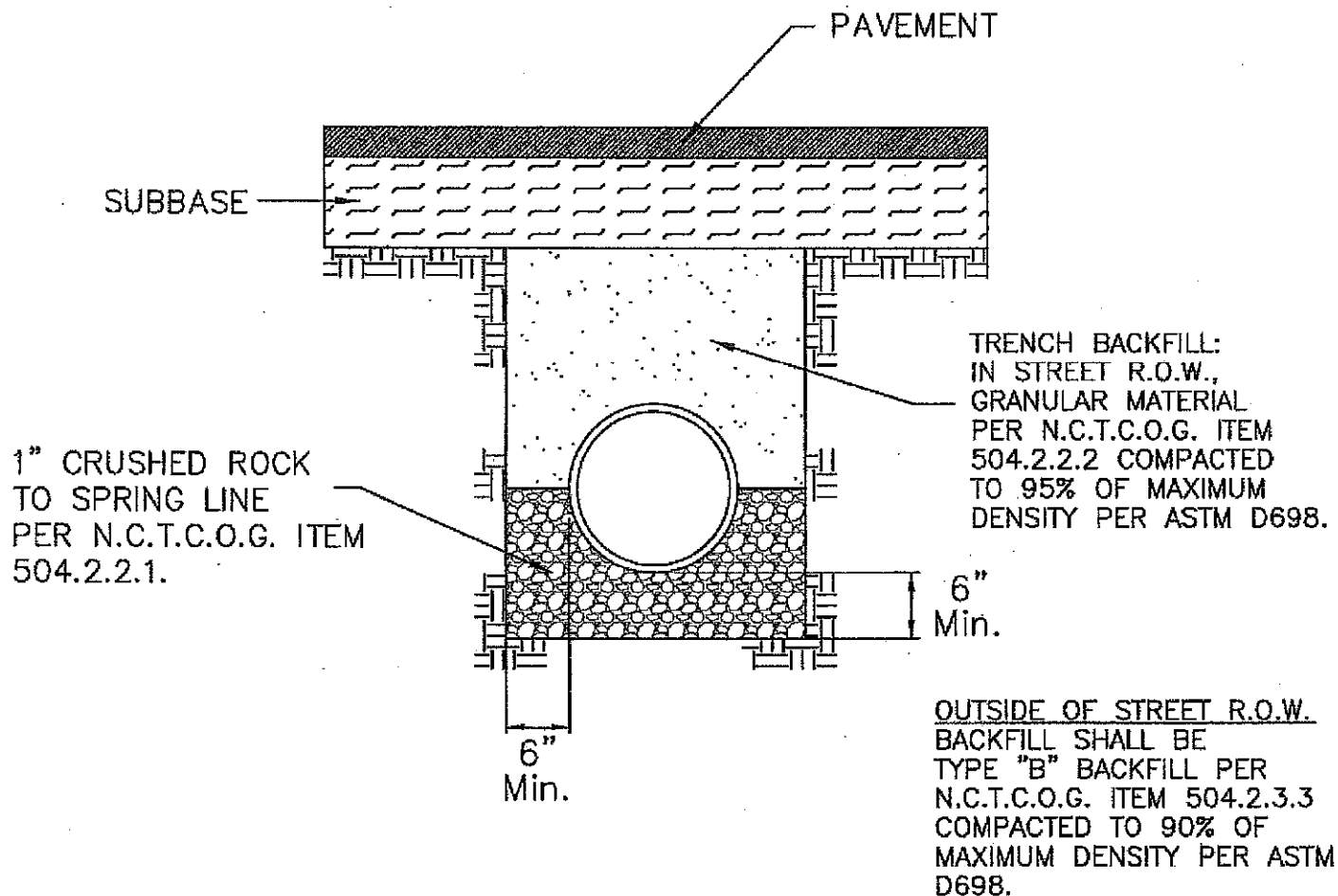
STD - 8.1

PAVEMENT CUT  
CEMENT TREATED BASE  
C.T.B. & FLOWABLE FILL



# **STORM SEWER DRAINAGE DETAILS SECTION**

# STORM SEWER DETAIL



## NOTE:

ITEM NUMBERS REFER TO N.C.T.C.O.G. "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" 4TH EDITION.

ALL STORM SEWER PIPE IS CLASS III RCP UNLESS OTHERWISE SPECIFIED ON PLANS. CONCRETE PIPE SPECIFICATIONS SHALL MEET THE REQUIREMENTS SET FORTH IN N.C.T.C.O.G. ITEM 501.6 THRU 501.6.2. PIPE JOINTS SHALL BE SEALED WITH COLD-APPLIED PREFORMED GASKET MATERIAL, PER ITEM 501.6.1.3.1.



COMMUNITY DEVELOPMENT DEPARTMENT

DRAWN BY: MP

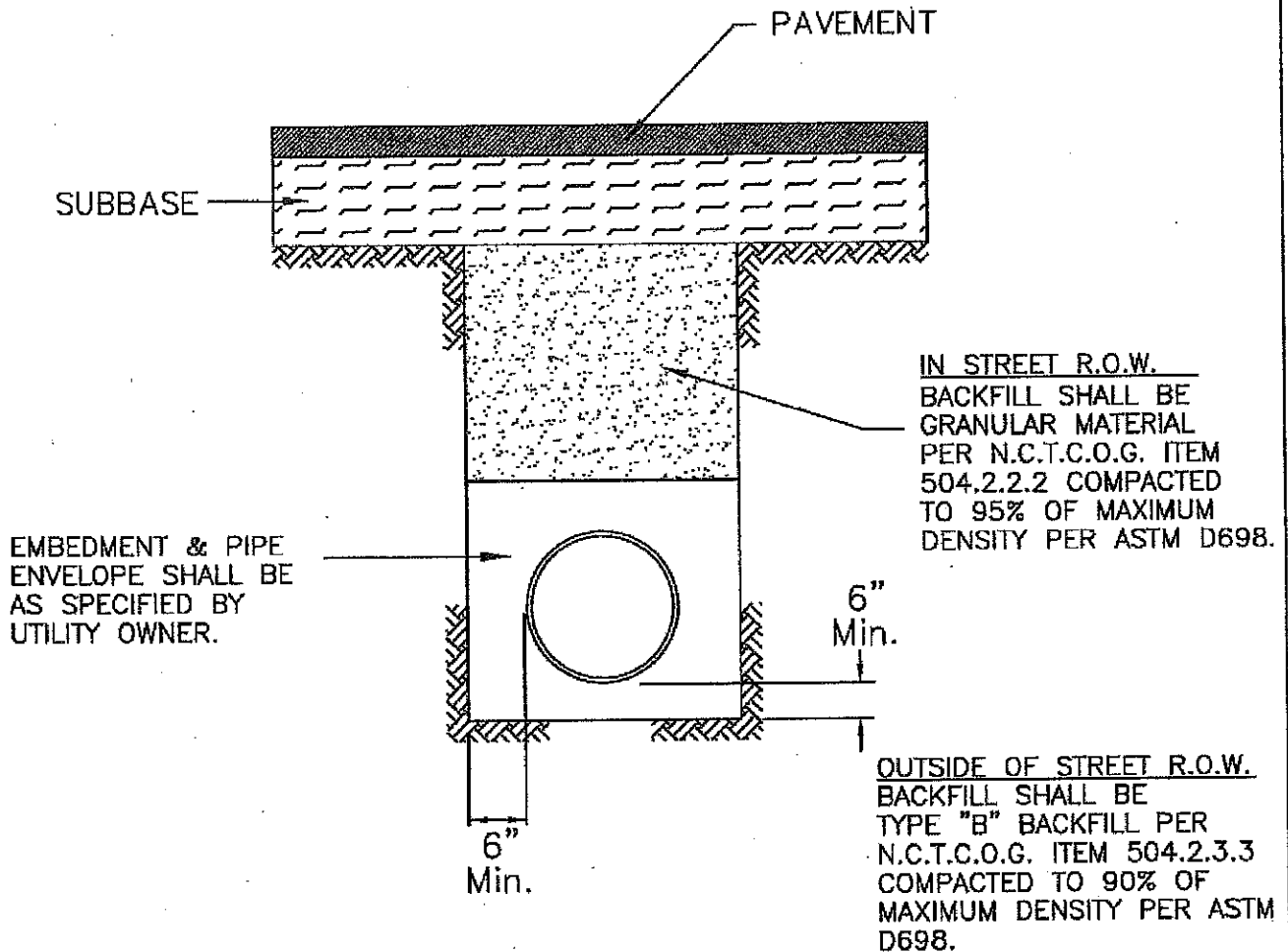
DATE: 3/13/07

APPROVED BY:

STW - 1.0

STORM SEWER DETAIL

# TRENCH BACKFILL DETAIL



## NOTES:

ITEM NUMBERS REFER TO N.C.T.C.O.G. "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" 4TH EDITION.

COMPACTION METHOD FOR TRENCH BACKFILL SHALL BE PER N.C.T.C.O.G. ITEM 504.5.3 THRU 504.5.3.3.

DENSITIES REQUIRED FOR EVERY 200 LINEAR FEET OF TRENCH PER LIFT AND AT CROSSINGS DESIGNATED BY FIELD SERVICES INSPECTOR.



## COMMUNITY DEVELOPMENT DEPARTMENT

DRAWN BY: MP

DATE: 3/15/07

APPROVED BY:

STW - 1.1

TRENCH BACKFILL DETAIL



TABLE OF DIMENSIONS

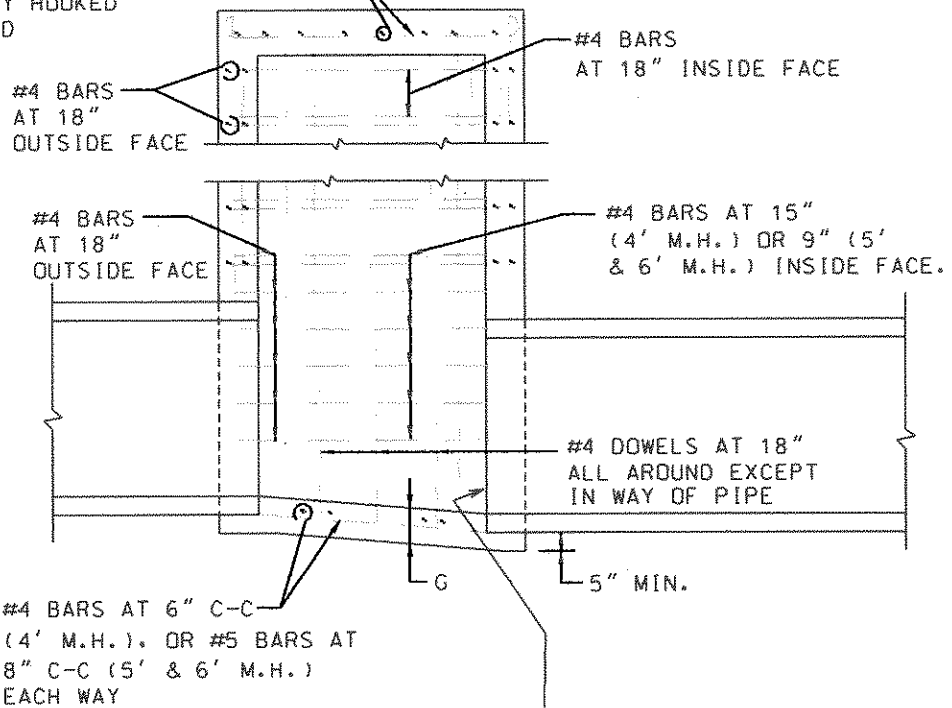
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N.T.S.



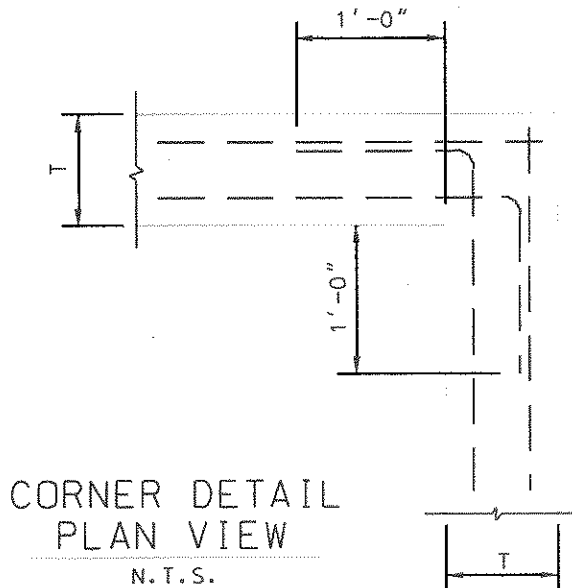
...\\Stormwater Manhole 4\_5\_6\_Squar 11/24/2004 09:59:24 AM

#4 BARS AT 6" C-C (4' M.H.). OR  
#5 BARS AT 8" C-C (5' & 6' M.H.)  
EACH WAY HOOKED  
EACH END



SECTION A-A  
N.T.S.

PIPE TO FIT THROUGH MANHOLE WALL.  
TRIM PIPE WITH MASONRY SAW  
AS NEEDED FOR CORRECT ANGLE  
OR LENGTH.



NOTES:

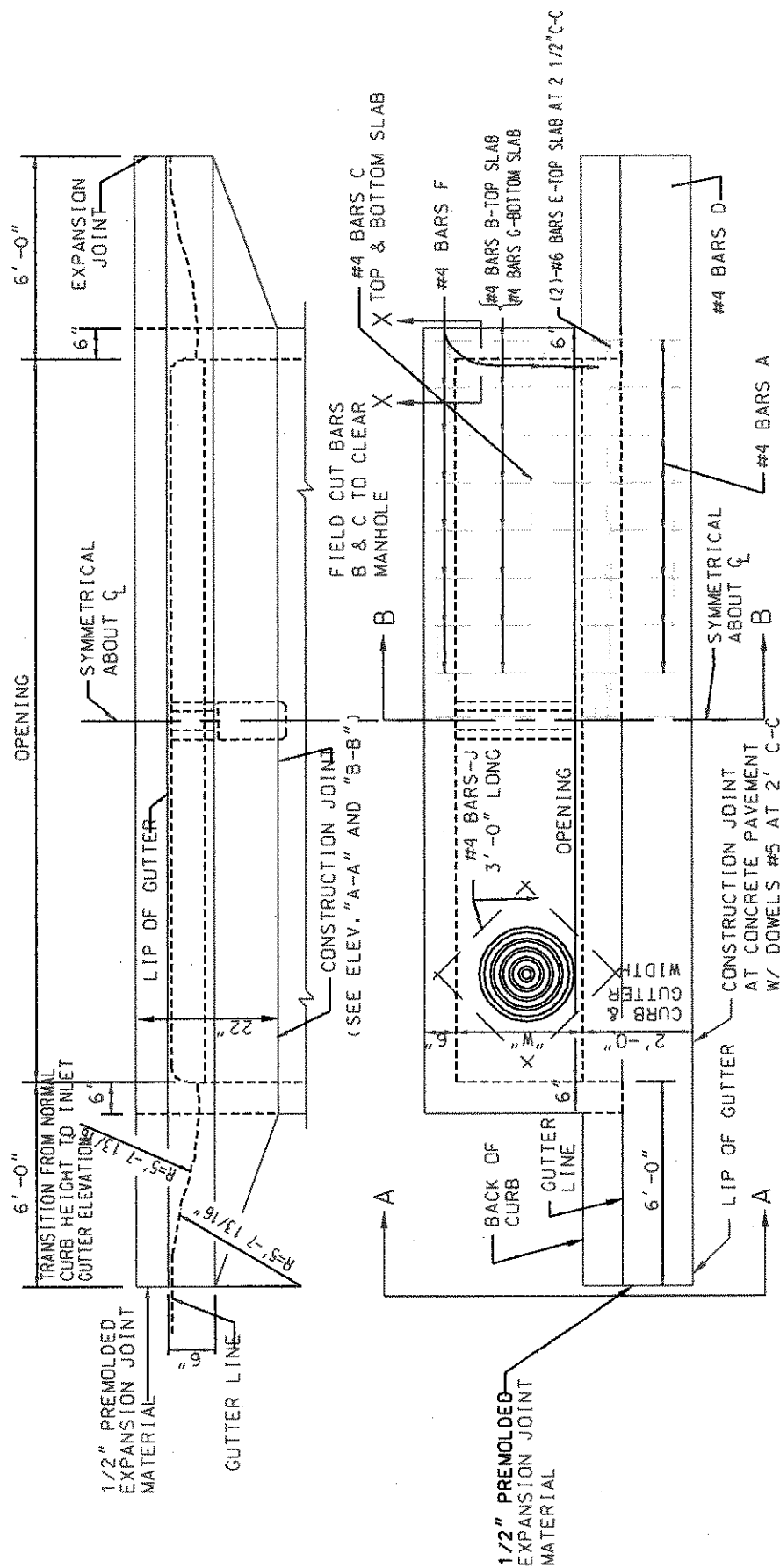
1. SLOPE INVERT OF MANHOLE AS INDICATED ON PLAN-PROFILE SHEET.
2. LAYERS OF REINFORCING STEEL NEAREST THE INTERIOR AND EXTERIOR SURFACE SHALL HAVE A COVER OF 2" TO THE CENTER OF BARS, UNLESS OTHERWISE NOTED.
3. CONCRETE SHALL BE CLASS "A".

STORMWATER MANHOLE  
4', 5', OR 6' SQUARE



STANDARD SPECIFICATION REFERENCE

DATE	STANDARD DRAWING NO.
11-2004	STW - 2.1



# PLAN N.T.S.

## GENERAL NOTES

1. ALL CONCRETE SHALL BE CLASS "A" CONCRETE.
2. REINFORCING BARS SHALL BE STANDARD GRADE STEEL, DEFORMED REINFORCING BARS OF A DIAMETER AND LENGTH AS SHOWN.
3. CHAMFER ALL EXPOSED CORNERS  $\frac{3}{4}$ " EXCEPT 7. BOTTOM OF INLET BOX MAY BE PRECAST UNIT. DEPRESSED GUTTER, TOP OF INLET & BEAM SHALL BE CAST-IN-PLACE UNIT.
4. DIMENSIONS RELATING TO REINFORCING STEEL ARE TO CENTERS OF BARS.
5. FIELD CUT AND BEND BARS AS NECESSARY TO ACCOMMODATE STORM SEWER PIPE.
6. RING AND COVER SHALL BE APPROVED BY THE CITY AND INSTALLED BY THE CONTRACTOR.
7. BOTTOM OF INLET BOX MAY BE PRECAST UNIT. DEPRESSED GUTTER, TOP OF INLET & BEAM SHALL BE CAST-IN-PLACE UNIT.

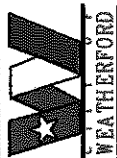
## NOTE:

LOCATION OF MANHOLE OPENING TO BE AT OUTFALL END.

SEE STW-4.0 FOR REINFORCING BAR SPACING & CENTER BEAM DETAIL

CURB INLET INLINE

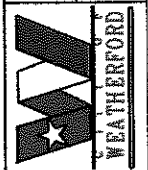
5', 10', 15' OR 20' OPENING



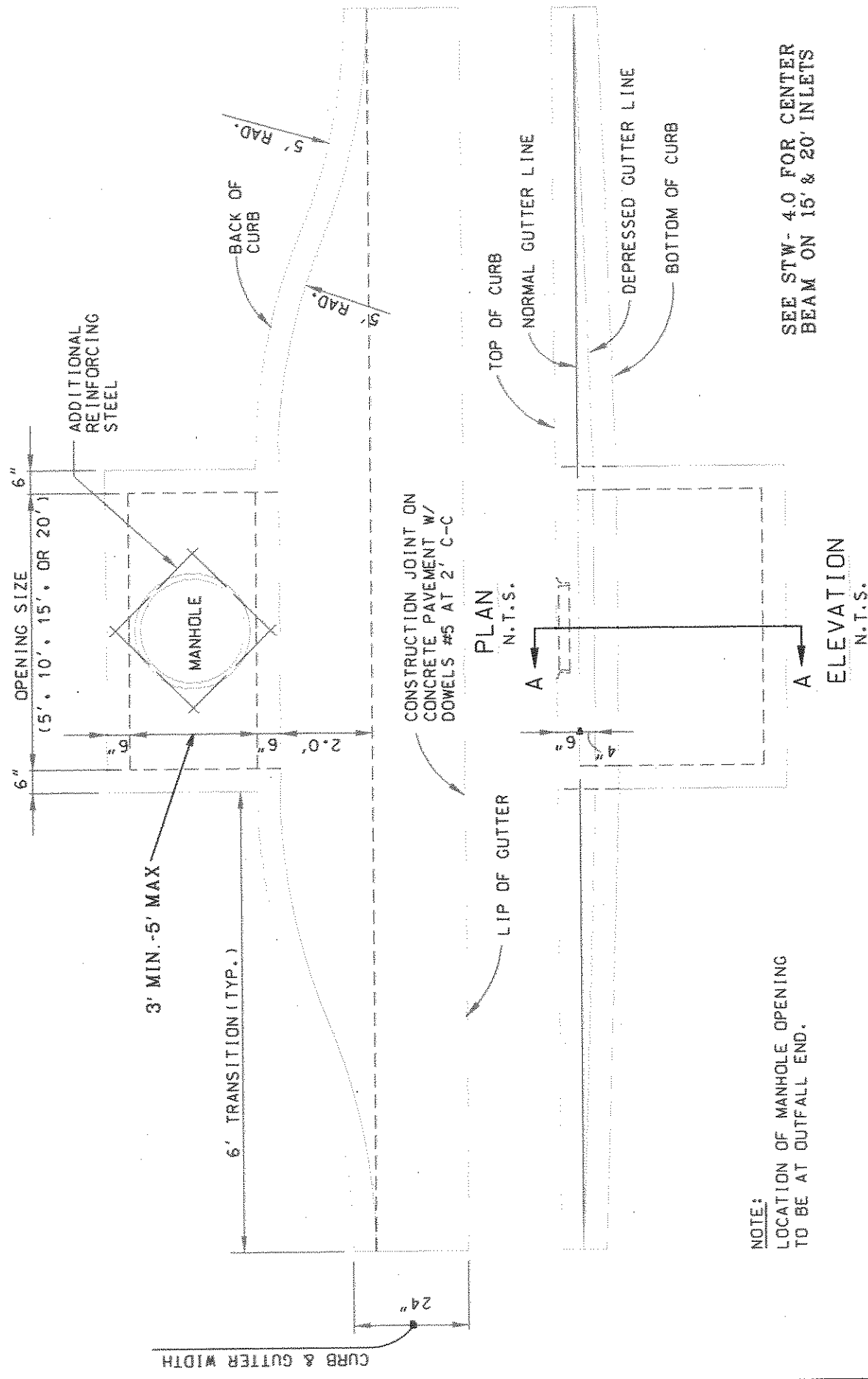
03-2007

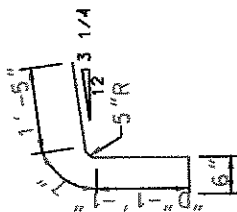
STW - 3.0

STANDARD SPECIFICATION REFERENCE	
DATE	03-2007
STANDARD DRAWING NO.	STW - 3.1

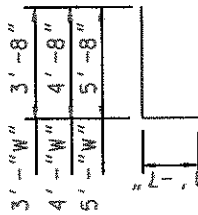


# CURB INLET RECESSED 5', 10', 15' OR 20' OPENING



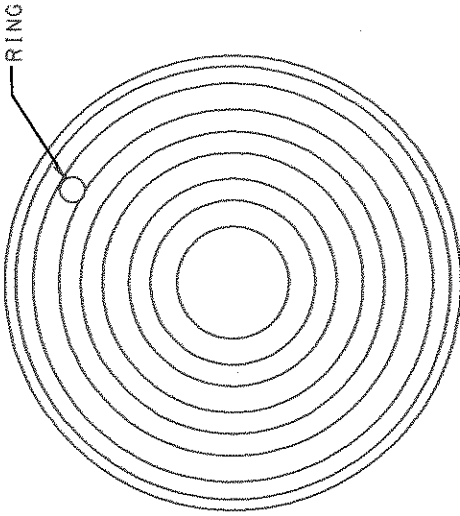


#4 BARS A  
N.T.S.

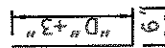


#4 BARS B  
N.T.S.

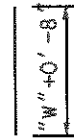
BARS C LGTH. OPEN. +0' -8"  
BARS D LGTH. OPEN. +11' -8"  
#4 BARS C & D  
N.T.S.



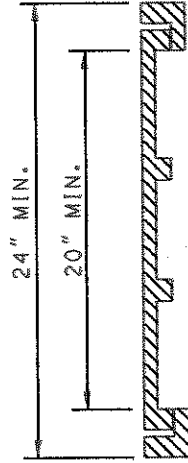
#4 BARS E  
N.T.S.



#4 BARS F  
N.T.S.



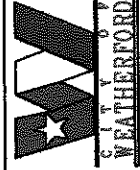
#4 BARS G  
N.T.S.



#4 BARS J  
N.T.S.

CAST IRON  
FRAME AND COVER

N.T.S



CURB INLET  
REBAR & M.H. FRAME & COVER

STANDARD SPECIFICATION REFERENCE

DATE

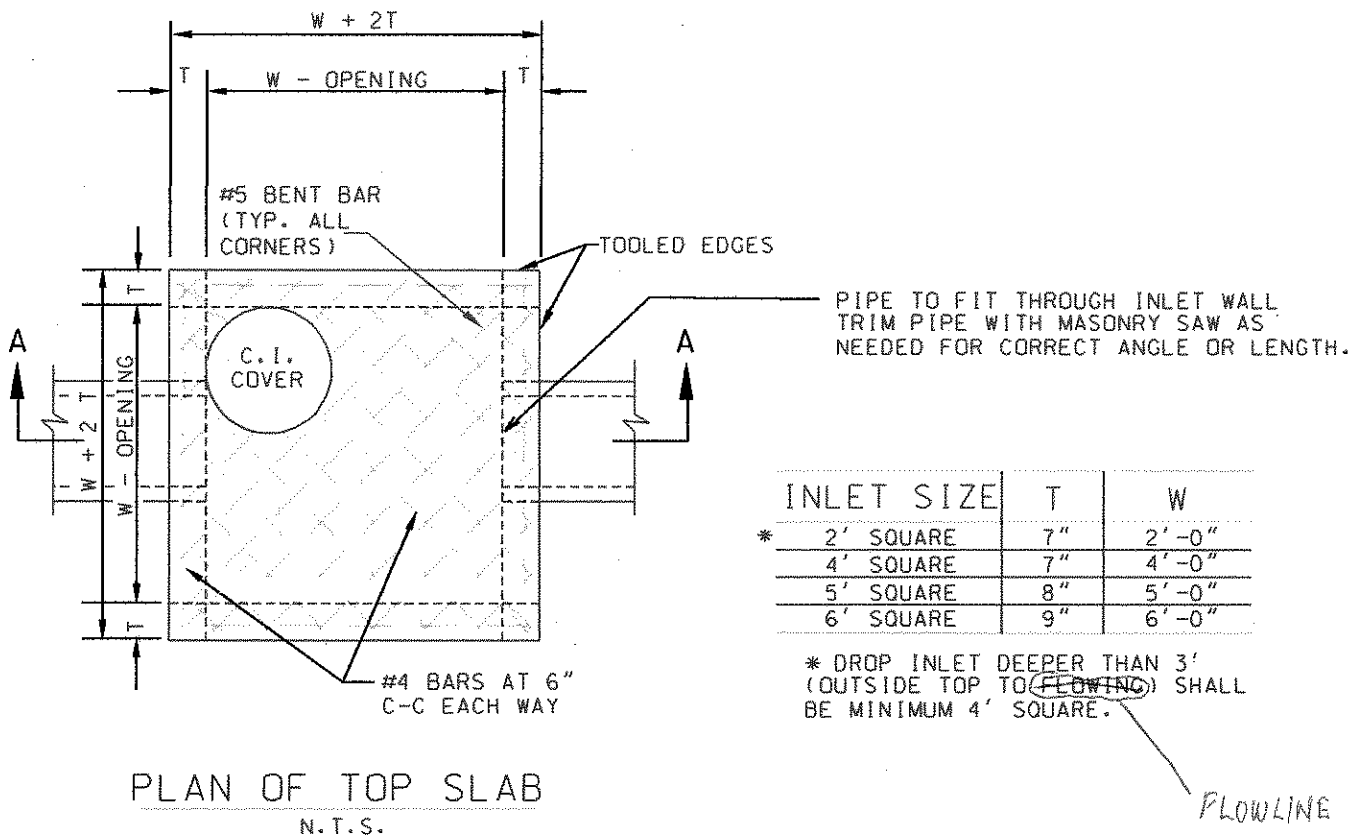
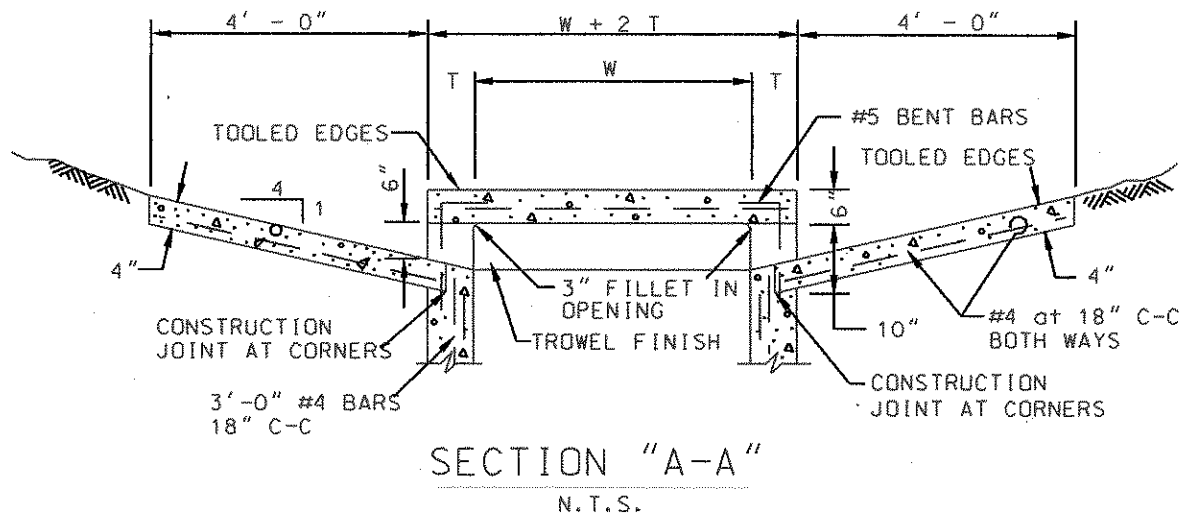
03-2007

STANDARD DRAWING NO.

STW - 3.2







**NOTES:**

1. MATERIAL AND WORKMANSHIP SHALL CONFORM WITH THE REQUIREMENTS OF NCTCOG STANDARD SPECIFICATIONS FOR STANDARD CONCRETE MANHOLES. MINIMUM CLASS "A" CONCRETE.
2. LAYERS OF REINFORCING STEEL NEAREST THE INTERIOR AND EXTERIOR SURFACES SHALL HAVE A COVER OF 2" TO THE CENTER OF BARS, UNLESS OTHERWISE NOTED.
3. FOR DETAILS OF REINFORCING OF LOWER PORTIONS OF INLET SEE APPROPRIATE SQUARE MANHOLE DETAILS.
4. DEPTH OF DROP INLET FROM FINISHED GRADE TO FLOW LINE OF INLET IS VARIABLE. APPROXIMATE DEPTH WILL BE SHOWN ON PLANS AT LOCATION OF INLET.
5. ALL STANDARD DROP INLETS SHALL HAVE ONE OPENING ON EACH SIDE UNLESS OTHERWISE SHOWN ON PLANS.
6. DECK MAY BE REINFORCED SAME AS 4' SQUARE MANHOLE.

DROP INLET  
2', 4', 5' OR 6' SQUARE



DATE  
03-2007

STW- 5.0

...Full Channel Lining Concrete R 11/24/2004 10:53:21 AM

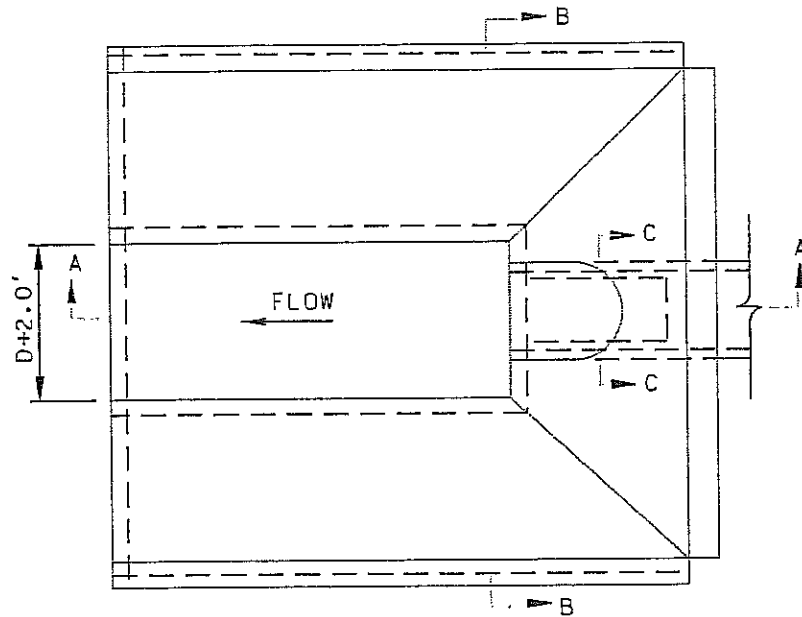


NOTE:  
CONCRETE SHALL BE CLASS "A"

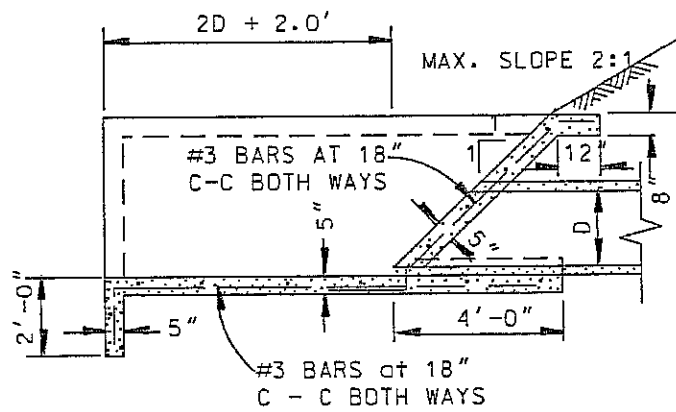
CONCRETE APRON  
VERTICAL HEADWALL



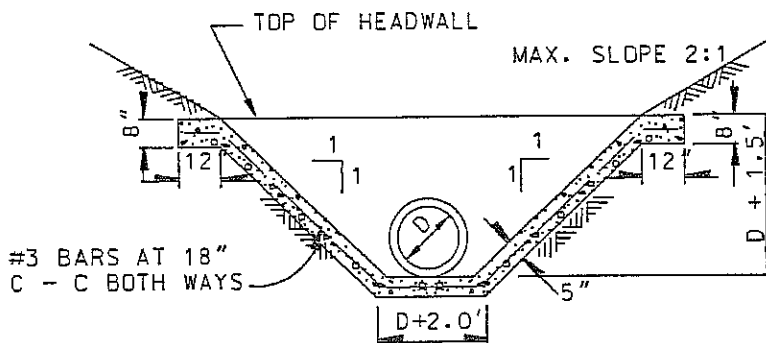
DATE 11-2004 STW - 7.0  
44 of 49



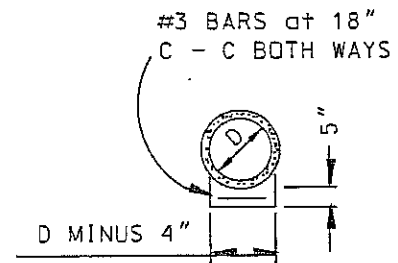
PLAN  
N.T.S.



SECTION A-A  
N.T.S.



SECTION B-B  
N.T.S.



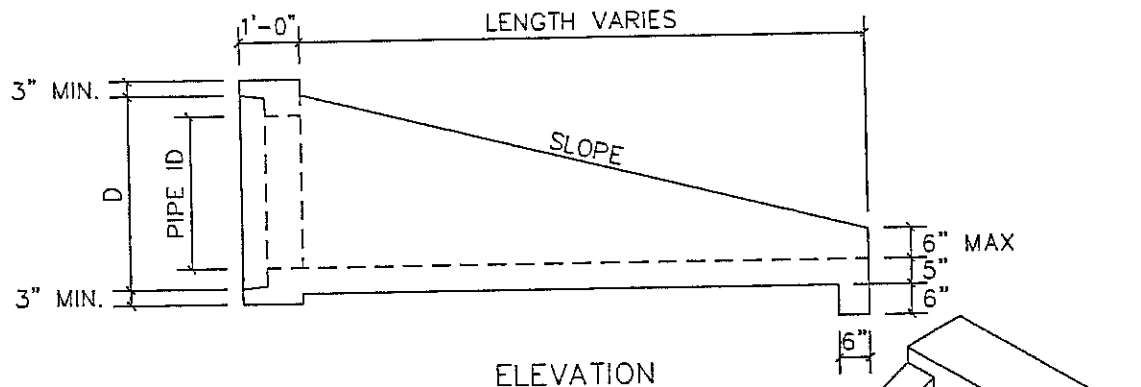
SECTION C-C  
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NOTE:  
CONCRETE SHALL BE CLASS "A".

CONCRETE APRON  
SLOPING HEADWALL

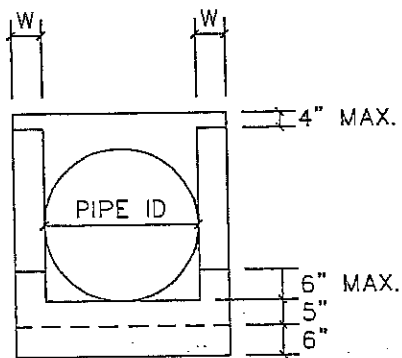


DATE  
11-2004 45 of 49 STW- 7.1



# NOTES:

- 4500 PSI CONCRETE
- #4 GRADE 60 REBAR 9" o.c.e.w.
- ALL EXPOSED CORNERS ARE CHAMFERED 3/4"
- SWIFT LIFT ANCHORS, LOCATED IN THE FLOOR, SHALL BE USED FOR HANDLING.
- GALVANIZED STEEL PIPE RUNNERS ARE AVAILABLE FOR CROSS AND PARALLEL DRAINAGE APPLICATIONS.



FRONT ELEVATION

PIPE ID	PIPE OD	SLOPE	D	W
18"	23"	3:1	24"	5"
		4:1		
		6:1		
24"	30"	3:1	31"	5"
		4:1		
		6:1		

PIPE ID	PIPE OD	SLOPE	D	W
30"	37"	3:1	38"	6"
		4:1		
		6:1		
36"	44"	3:1	45-1/2"	6"
		4:1		
		6:1		
42"	51"	3:1	52-3/4"	8"
		4:1		
		6:1		
48"	58"	3:1	60"	8"
		4:1		
54"	65"	3:1	67"	8"

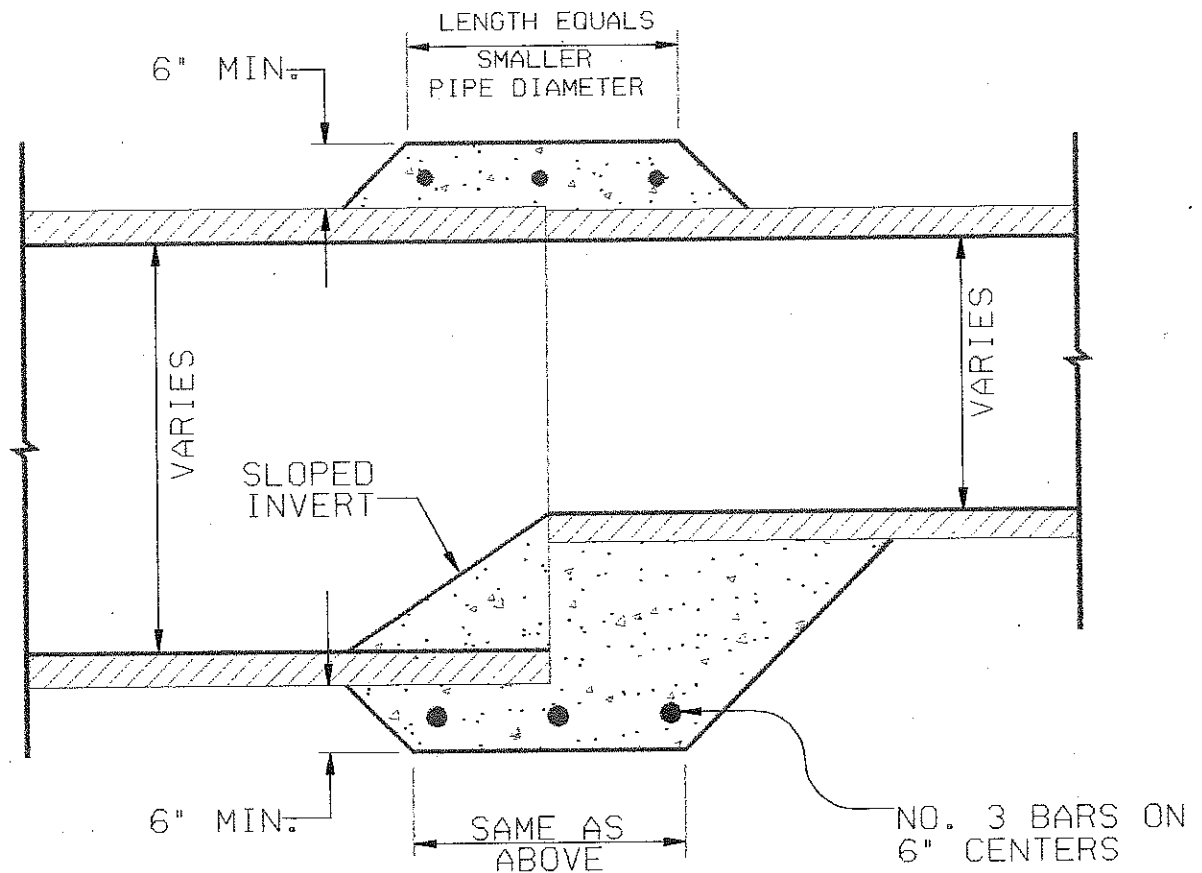


## STANDARD STORM SEWER CULVERT W/SAFETY END TREATMENTS

DATE:

SHEET

SHEET 16514-8.0



PIPE COLLAR DETAIL

NTS

NOTES

1. THIS PROCEDURE/DETAIL WILL ONLY BE USED WHEN A PREFAB REDUCTION IS NOT POSSIBLE.
2. CONCRETE FOR COLLAR WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE VARIOUS OTHER BIDS.
3. CONCRETE SHALL BE 5 SACK 3000 PSI.



COMMUNITY DEVELOPMENT

NOT TO SCALE

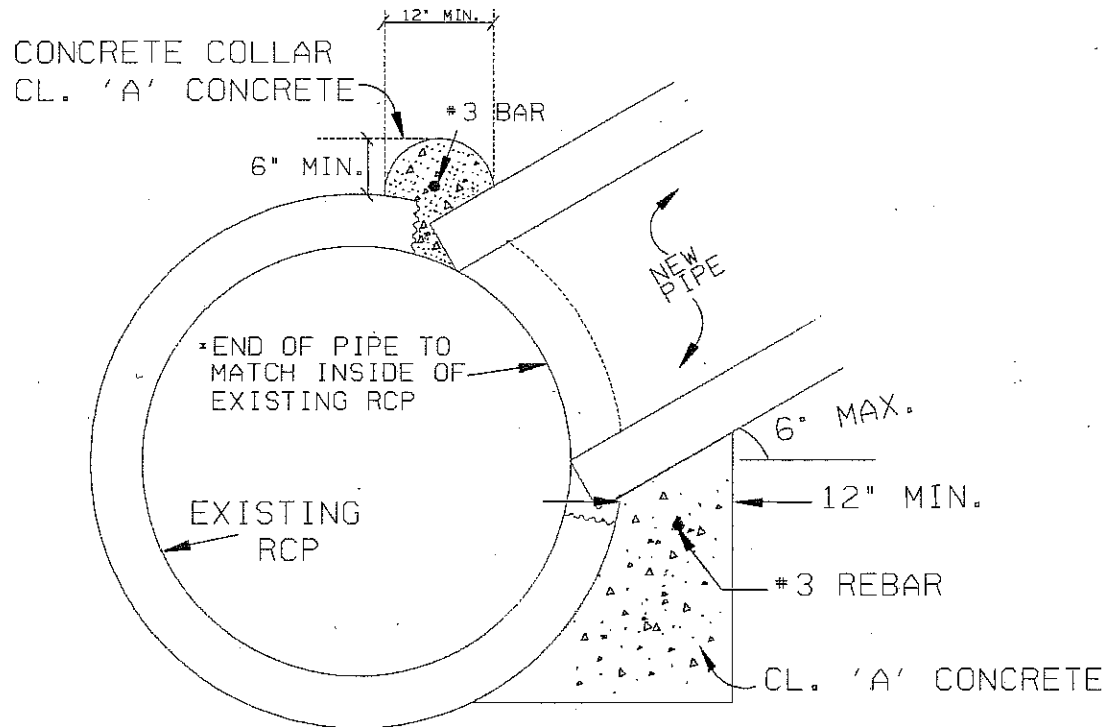
DRAWN BY: COMDEVCW

DATE: 3-2007

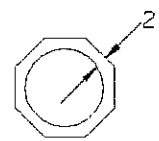
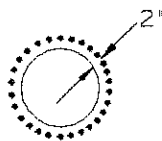
APPROVED PENDING

STW- 9.0

- \* MAXIMUM DIAMETER OF NEW PIPE EQUALS ONE HALF OF EXISTING PIPE'S DIAMETER.



- \* REMOVAL OF PLUG FROM EXISTING RCP TO BE ACCOMPLISHED BY USING A MASONRY DRILL AT A SPACING EQUAL TO THE DRILL BIT DIAMETER IN A CIRCULAR PATTERN OR A MASONRY SAW IN AN OCTAGONAL PATTERN PER DETAIL.



## STORM DRAIN CONNECTION TO EXISTING RCP

NTS



COMMUNITY DEVELOPMENT

NOT TO SCALE

DRAWN BY: COMDEVCW

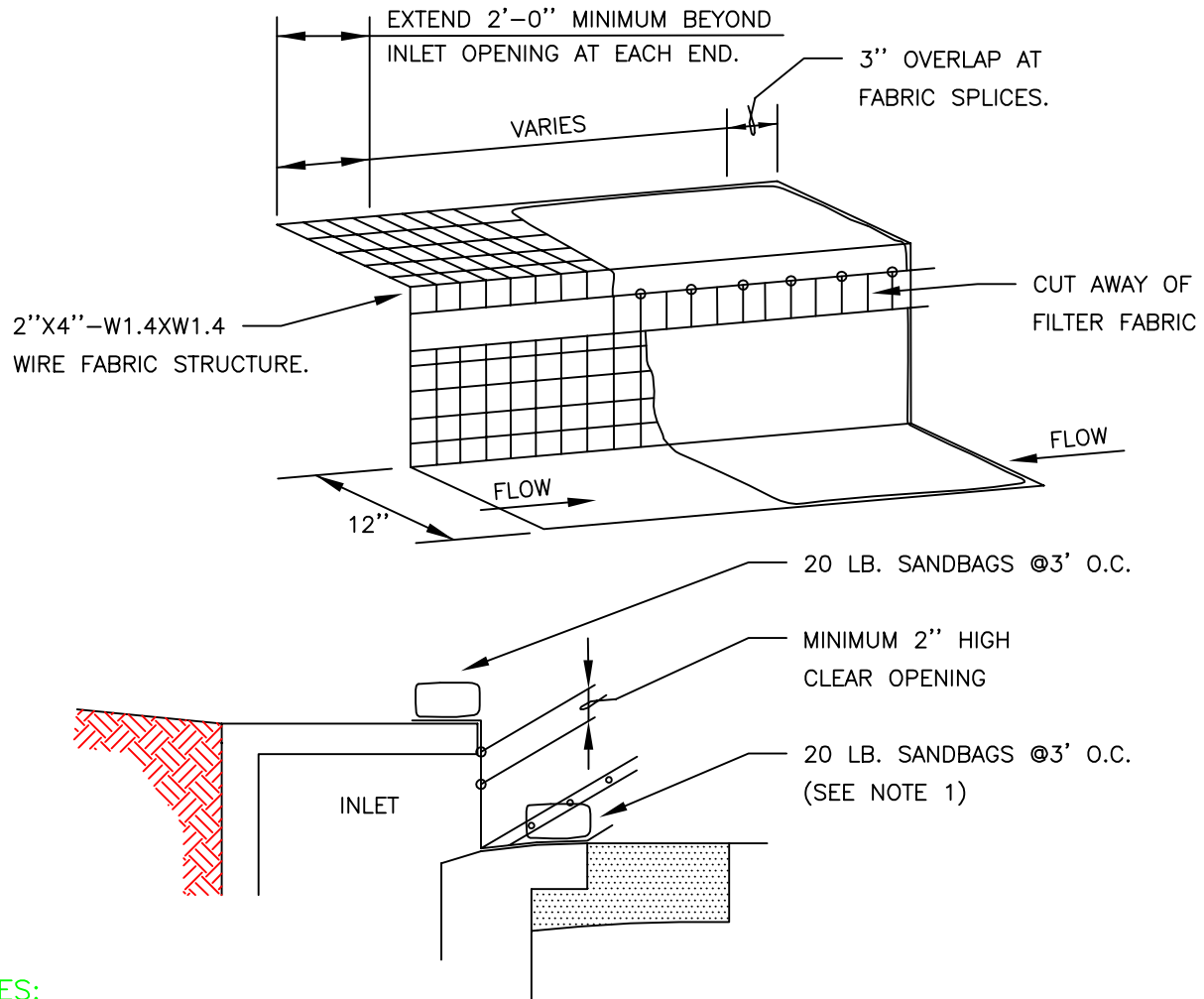
DATE: 3-2007

APPROVED PENDING

STW- 10.0



# CURB INLET PROTECTION DETAIL



## NOTES:

1. WHERE MINIMUM CLEARANCES CAUSE TRAFFIC TO DRIVE IN THE GUTTER, THE CONTRACTOR MAY SUBSTITUTE A 1" X 4" BOARD SECURED WITH CONCRETE NAILS 3' O.C. NAILED INTO THE GUTTER IN LIEU OF SANDBAGS TO HOLD THE FILTER DIKE IN PLACE. UPON REMOVAL, CLEAN ANY DIRT/DEBRIS FROM NAILING LOCATIONS, APPLY CHEMICAL SANDING AGENT AND APPLY NON-SHRINK GROUT FLUSH WITH SURFACE OF GUTTER.
2. A SECTION OF FILTER FABRIC SHALL BE REMOVED AS SHOWN ON THIS DETAIL OR AS DIRECTED BY THE ENGINEER OR DESIGNATED REPRESENTATIVE. FABRIC MUST BE SECURED TO WIRE BACKING WITH CLIPS OR HOG RINGS AT THIS LOCATION.
3. DAILY INSPECTION SHALL BE MADE BY THE CONTRACTOR AND SILT ACCUMULATION MUST BE REMOVED WHEN DEPTH REACHES 2".
4. CONTRACTOR SHALL MONITOR THE PERFORMANCE OF INLET PROTECTION DURING EACH RAINFALL EVENT AND IMMEDIATELY REMOVE THE INLET PROTECTIONS IF THE STORM-WATER BEGINS TO OVERTOP THE CURB.
5. INLET PROTECTIONS SHALL BE REMOVED AS SOON AS THE SOURCE OF SEDIMENT IS STABILIZED.



COMMUNITY DEVELOPMENT DEPARTMENT

DRAWN BY: MP

DATE 1/25/08

STW-11.0